

# THE COMMERCIAL MOTOR

FRIDAY, JULY 22, 1960  
ONE SHILLING

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TECHNOLOGY  
DEPARTMENT

IN PROBABLE....  
AND IMPROBABLE CONDITIONS



# Thompson

REGD TRADE MARK

There is no substitute for Thompson Safety Steering. Its rugged construction will stand up to any strain or stress occasioned by rough road conditions, uneven loads carried and hours of hard driving. Wherever there is a particularly inaccessible job to be done, you can rely on Thompson Safety Steering.

A guarantee of  
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AUTOMOTIVE PRODUCTS CO. LTD.

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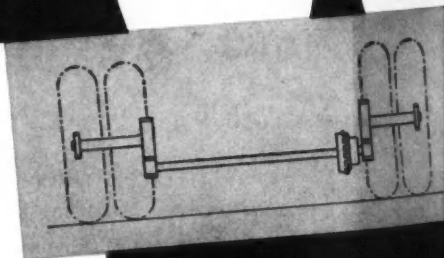
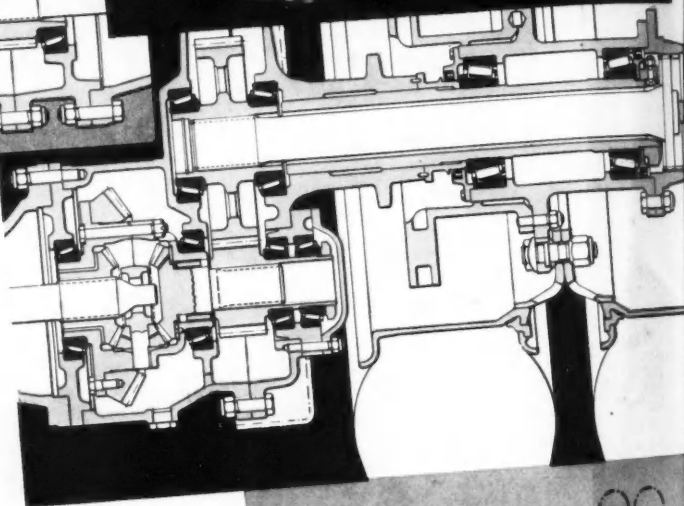
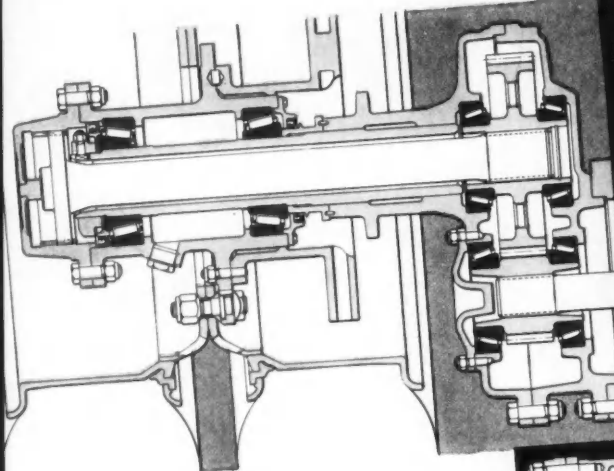
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In a letter

e

A RO

CARS LTD.



## Low-level transmission on the GUY 'Wulfrunian' bus

This interesting design embodies many novel features, including a low-level under-floor transmission to the spiral-bevel drive, which is located to one side (see diagram on right).

As is shown in the drawings, the drive is taken on one side by a short shaft to a final helical spur-reduction, and on the other side by a longer shaft to similar reduction gearing. Noticeable are the excellent bearing arrangements; the wheels are carried on the casing, the spur reduction gearing is straddle-mounted on pairs of Timken bearings. In all these applications, including the spiral-bevel pinion mounting, the Timken bearings meet the combined journal and thrust loads in the simplest possible manner, giving a rigid mounting of great durability.

British Timken, Duston, Northampton, Division of The Timken Roller Bearing Company. Timken bearings manufactured in England, Australia, Brazil, Canada, France and U.S.A.

# TIMKEN<sup>®</sup>

REGISTERED TRADE-MARK

## tapered roller bearings





# PLAYER'S pleased— *84 times!*



*In a letter to Commer Cars Ltd., John Player & Sons Ltd. write:*

"It was in 1949 that we bought our first 8 cwt. Commer Express Delivery Van for use on Advertising work. Our satisfaction with the design of this model can be judged by the fact that we have now taken delivery of our 84th van of this type and have nearly 50 in current use.

*Operating over widely varying terrain with a high proportion of stop and start work, the vehicles have been run at remarkably low cost. The fact, too, that we have a number of recorded instances of more than 60,000 miles service from original engines indicates that maintenance costs are also very reasonable."*

## COMMER express delivery van

LITERATURE ON REQUEST FROM YOUR LOCAL COMMER DEALER

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!

COMMER CARS LTD. LUTON BEDFORDSHIRE

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

A1

# Something special...

by

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LIGHT ALLOY

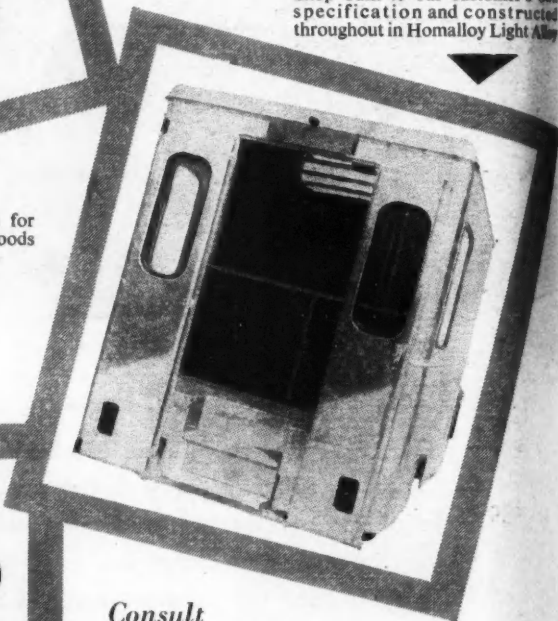


An insulated Delivery Van for  
Birds Eye Quick-Frozen Foods

A fleet of Impregnated Plastic Vans  
for Thomas Hedley & Sons Ltd.



An ingeniously designed Traveling  
Shop built to our customer's own  
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throughout in Homalloy Light Alloy



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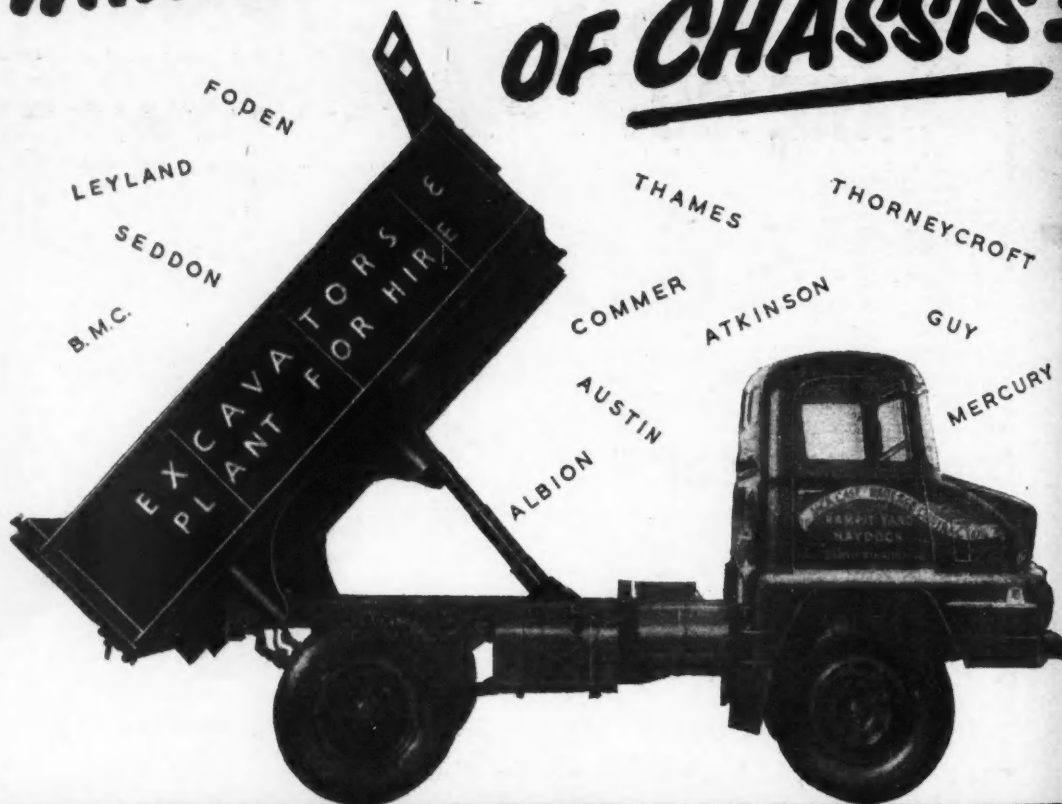
ALL THIS — AND PRESTIGE TOO — WITH THE HANDSOME

**YORK FREIGHTMASTER**

BRITAIN'S FRAMELESS TRAILER VAN

YORK TRAILER COMPANY LIMITED, CORBY, NORTHANTS

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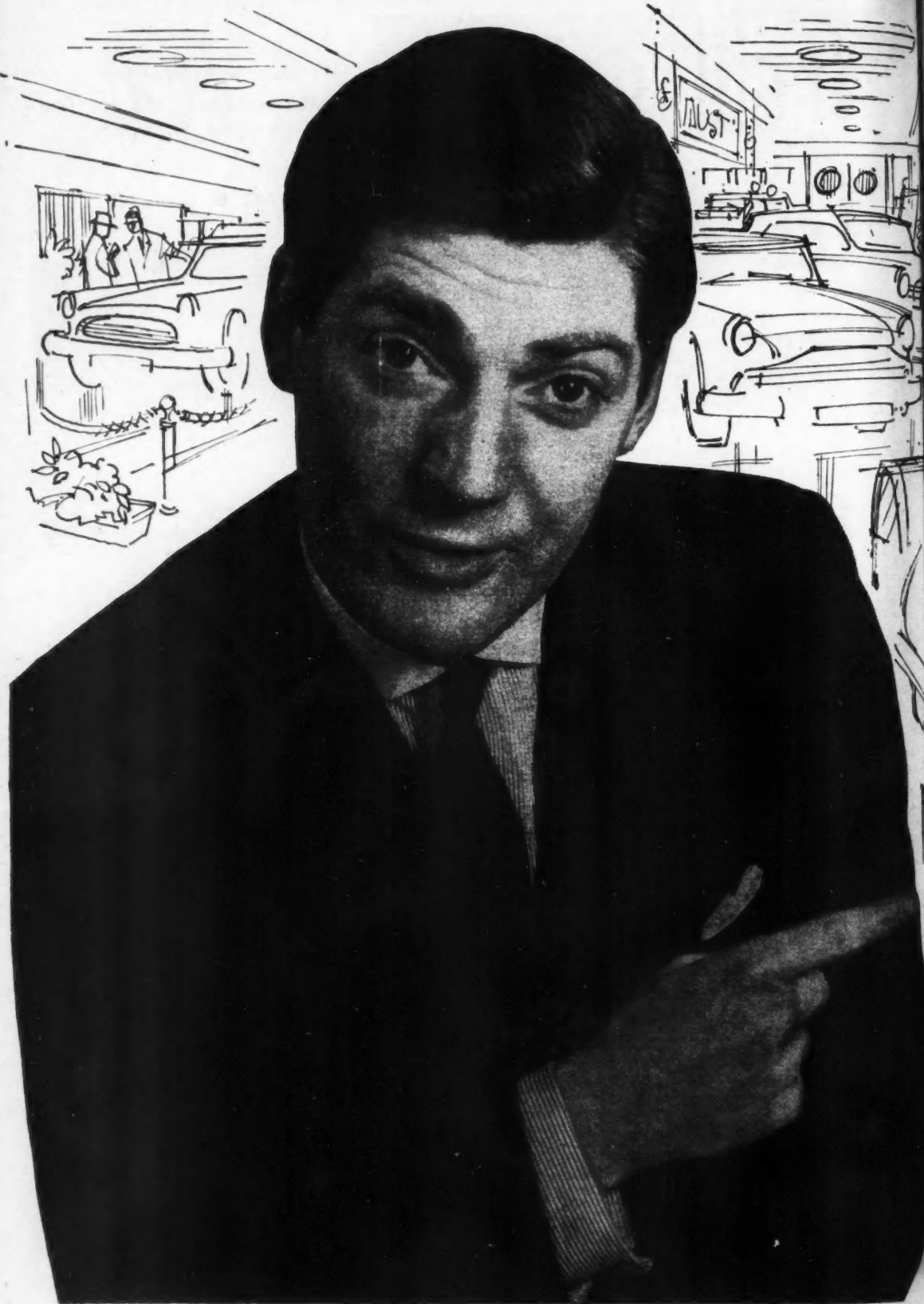
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purchase no  
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SUBSIDIARY



MOTOR CARS

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Scores of my customers have been highly satisfied. They've been pleased with the terms ... and with their way of doing business. I recommend 'North Central' for several reasons. They are practically a hundred years old—the oldest hire purchase finance company in the world—so they have unrivalled experience. Their standing is undoubted—they are a subsidiary of the National Provincial Bank. Furthermore they are interested in financing the purchase not only of cars, motor-cycles, commercial and heavy haulage vehicles, but of caravans, agricultural machinery, earth-moving equipment and all types of factory plant. Whatever you purchase with the help of 'North Central'—

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SUBSIDIARY COMPANIES: A. J. STANTON & CO. LTD.

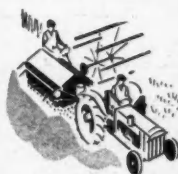
THE SOUTHERN COUNTIES CAR FINANCE CORPORATION LTD.



MOTOR CARS



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AGRICULTURAL MACHINERY



EARTH MOVING EQUIPMENT



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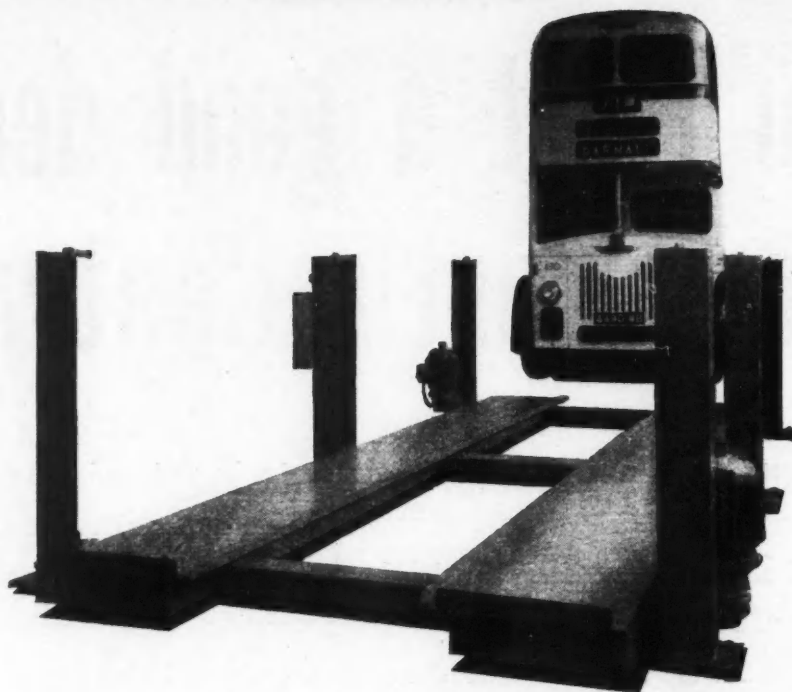


photo courtesy of Sheffield Transport Department

## Up! . . . to 12 tons . . . with the new Laycock Lift

The new Laycock 12 ton Vehicle Lift is of great importance to Commercial operators clamouring for a heavier capacity Lift. Its use of two synchronised 5 HP electric motors provides a sure, easy elevation of the heavier vehicles, which are readily accepted by its 23 ft. platforms.

Installation is without excavation, permitting ready re-siting, and its accessibility is such that every part of the under-chassis is completely unobstructed.

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①



②



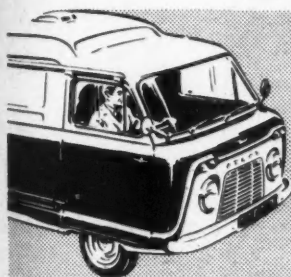
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STANDARD -

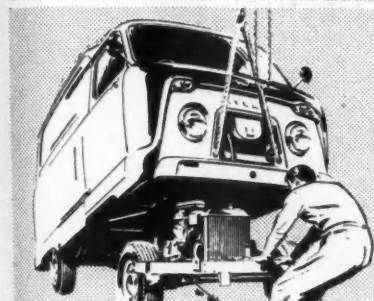




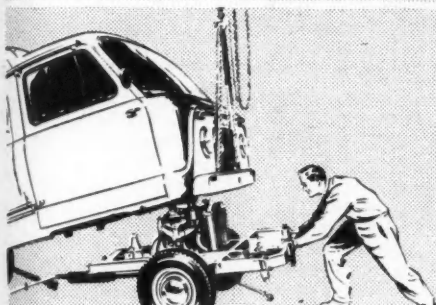
① In for servicing



# MAINTENANCE MAGIC



② Out with engine unit



③ Unit replaced

Only in the Atlas can the engine, gear box and front suspension be quickly and simply removed as a single unit. This unique accessibility makes for lightning-fast servicing. Where major maintenance is called for, a **STANPART** complete replacement unit can be quickly fitted, and the Atlas is back on the road while repairs are carried out.

But lightning maintenance is only one aspect of Atlas economy. Delivery costs are cut because the Atlas carries more than any other van in its class. And the smaller turning circle—only 29 ft.—speeds deliveries, reduces driver fatigue. Wherever you look, there's an Atlas doing better, faster, more economical work.

## STANDARD ATLAS 10/12 cwt

Van £475 Pickup £465

### SAHARA TESTED

In October 1958 a production model Atlas covered the 10,000 miles from Cape Town to Tangier via the Sahara desert. Write for free booklet telling the story of this epic journey.



④ Back to work—no time lost

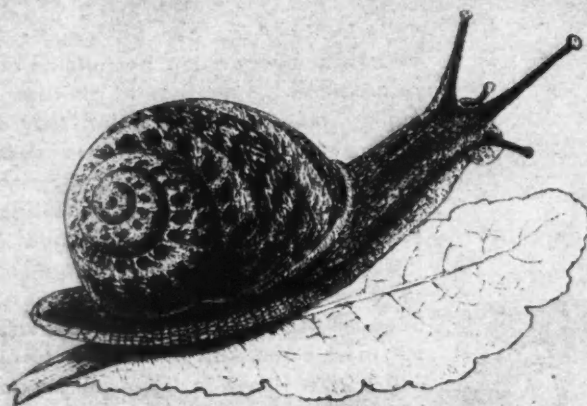
STANDARD



TRIUMPH

STANDARD-TRIUMPH GROUP • COVENTRY

LONDON SHOWROOMS • BERKELEY SQUARE



## MADE TO MEASURE

The snail, most thoughtfully, goes to some pains to reconcile his own needs with those of the conchologist

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- Sheet steel from the City of Steel follows no less closely its intended purpose
- Each order is treated as a separate assignment so that you, the manufacturer, get the particular kind of steel your product needs
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SOLE DISTRIBUTORS  
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Thornycrofts who manufacture a range of quality built chassis for commercial and specialised transport for gross laden weights up to 24 tons to meet today's requirements from operators of short and long distance haulage have appointed Marston Motor Co. Ltd., one of the largest suppliers of commercial vehicles in U.K., as their distributors in London and Home Counties north of the Thames.

From the Thornycroft range we illustrate, above, a "Mastiff" Express Freighter specially designed to operate on the Motorways, and on the left a "Trusty" maximum load 8-wheeled tipper: on the facing page, above, a long wheelbase "Swiftsure" and below, right, a "Mastiff" tractor with "Four-in-line" semi-trailer.

TRANSPORT EQUIPMENT  
(THORNYCROFT) LIMITED  
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Basingstoke 1200

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THE MARSTON COMPANY is equipped with the latest modern equipment for the ideal commercial vehicle. THORNYCROFT MARSTON bodywork without equal, for running and re-

MARSTON Sales operate from the MARSTON MOTOR—built to provide a for the commercial including a day and service and specialised to every trans-

MARSTON MOTOR SEVEN SISTE TOTTENHA STAmford H



# MARSTON MOTOR CO. LTD.

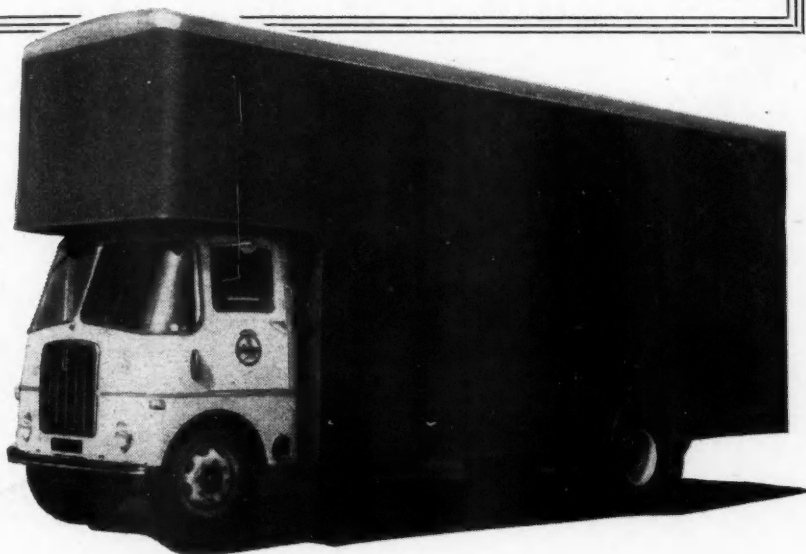
HAVE BEEN APPOINTED

# THORNYCROFT

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BEDFORDSHIRE, BUCKINGHAMSHIRE, ESSEX, HERTFORDSHIRE, and MIDDLESEX.



manufacture a  
built chassis for  
specialised trans-  
ten weights up to  
today's require-  
ments of short and  
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ed Co. Ltd., one  
of the main sup-  
pliers of com-  
in U.K., as their  
London and Home  
of the Thames.

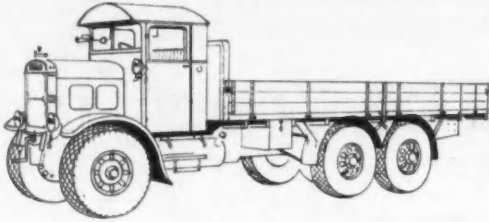
THE MARSTON MOTOR  
COMPANY is equipped to the last  
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without equal, for economical  
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of range we illu-  
Mastiff" Express  
designed to  
motorways, and on  
"maximum load"  
on the facing page  
base "Swiftsure"  
"Mastiff" tractor  
ne" semi-trailer.

MARSTON Sales and Service  
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MARSTON MOTORING CENTRE  
— built to provide a complete service  
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EQUIPMENT MARSTON MOTOR CO. LTD.  
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*This rigid six wheeler was produced in 1931. It was one of the earliest Scammells to be fitted with a Hardy Spicer propeller shaft, which was used to transmit the power from gearbox to jackshaft. The final drive to the wheels being by chains.*

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obvious  
way  
to  
tip...

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FRONT  
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TIPPERS

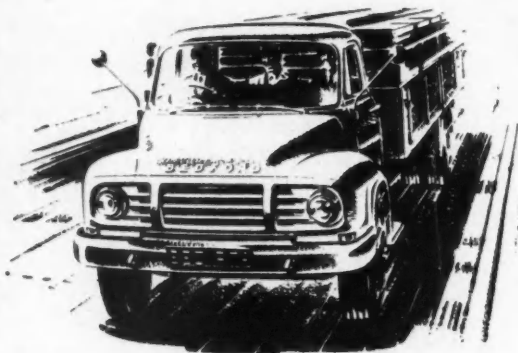
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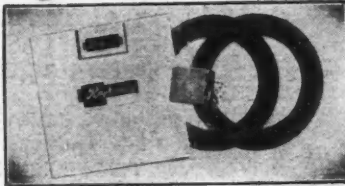
B.M.C. SERVICE LIMITED, Cowley, Oxford

# THE *Raybestos* SERVICE

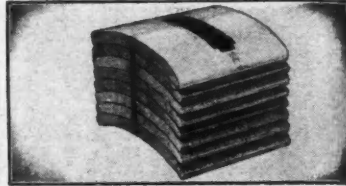
MADE HERE REGISTERED THE RAYBESTOS CO.



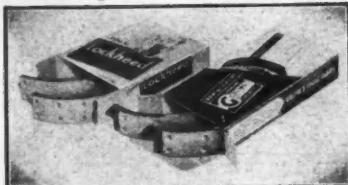
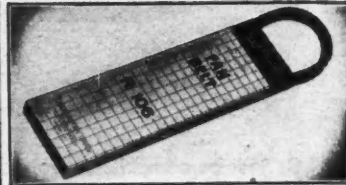
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You are all set for long hauls, and in very good company, with springs serviced by Evans. Vehicles in the Blue Circle Organisation's road transport fleet are fitted with Evans' springs, and uninterrupted running maintained by Evans' spring maintenance service.

- \* Evans' springs are guaranteed for six months.
- \* Evans' springs are hydraulically tested for well over normal loads.
- \* Evans' springs can be speedily fitted. 5,000 specifications cover almost every vehicle manufactured since 1932.

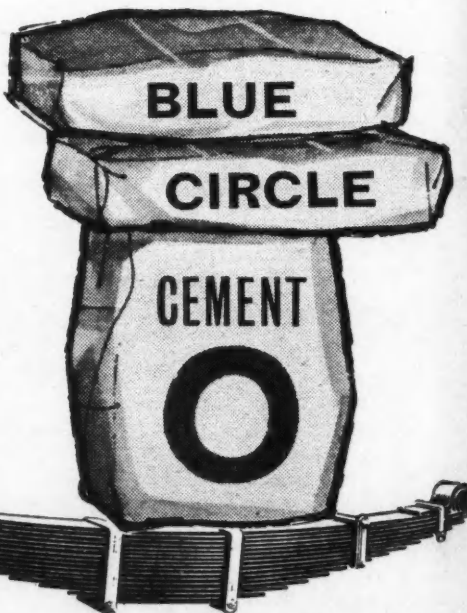
### Wheels and Axles

are also reconditioned by Evans.

- \* Wheel holes welded solid, re-drilled and counter sunk, small cracks welded.
- \* Front Axles straightened and rebushed.

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strains (also  
knifing.)  
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Large D  
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# WAY AHEAD!

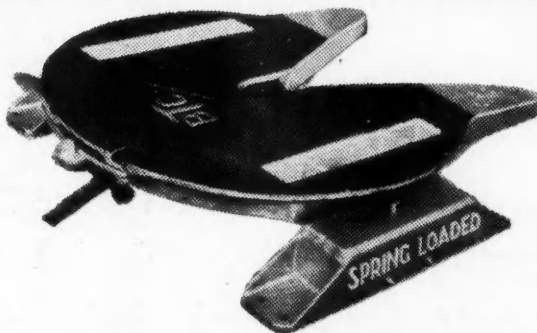
Fit the BTC/SAE Automatic Coupling to your Tractor and pull your loads over all roads with perfect confidence and safety.

Spring Loaded fore and aft to cushion starting and stopping strains (also eliminates jack-knifing.) Double action safety locking jaws. Large Diameter Single Piece Casting.

Positive, Safe, Single-handed release action. Full width large diameter Cross-shaft. Can be fitted to any make of Popular Type Truck.



Makers of Articulated Couplings since 1928, BTC fitted the common agreed standard trailer King Pin (SAE) in 1945, and since adopted as universal Standard (S.M.M.T.—No. 37).



With the BTC/SAE Coupling there is no restriction to load capacity, thereby enabling full loads to be carried in perfect safety.

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LIVERPOOL:  
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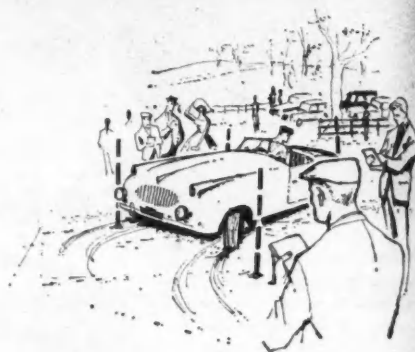
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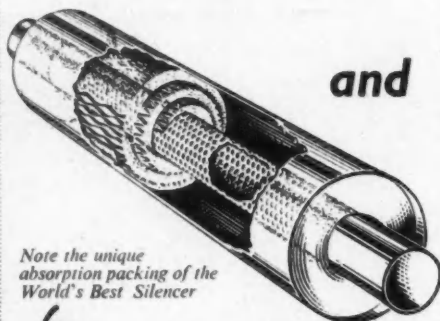
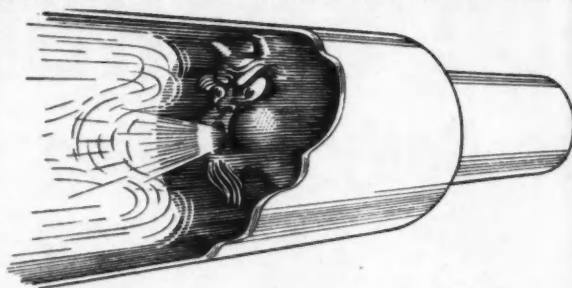
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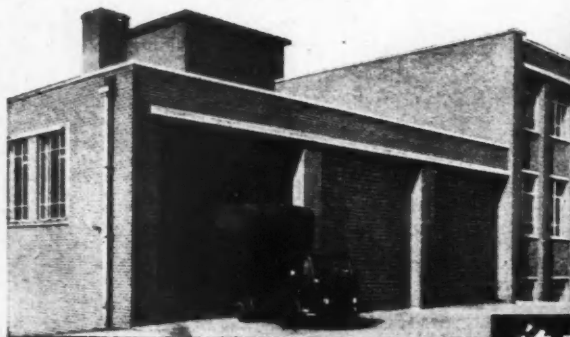
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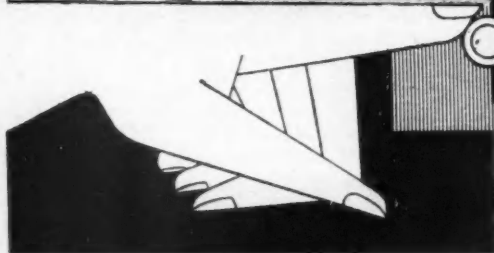
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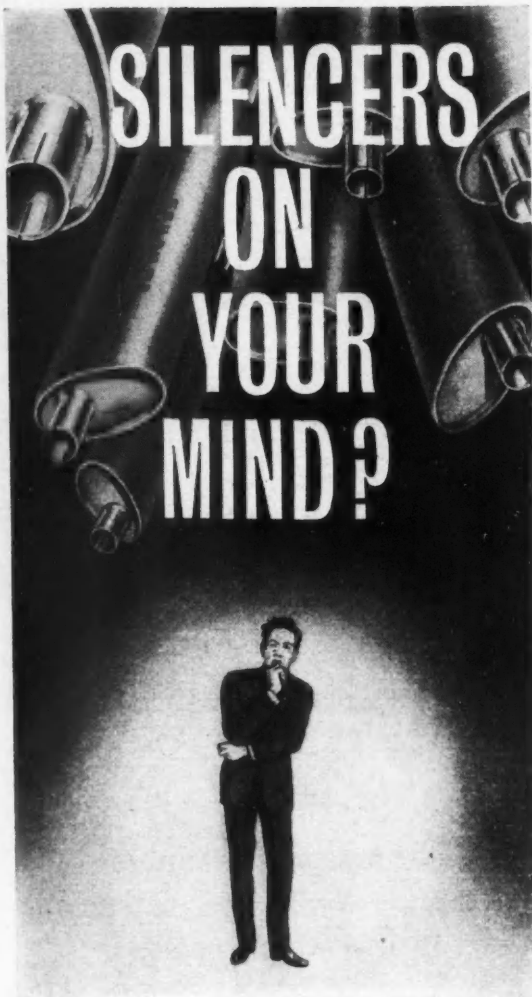
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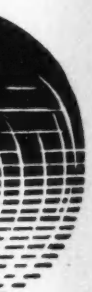




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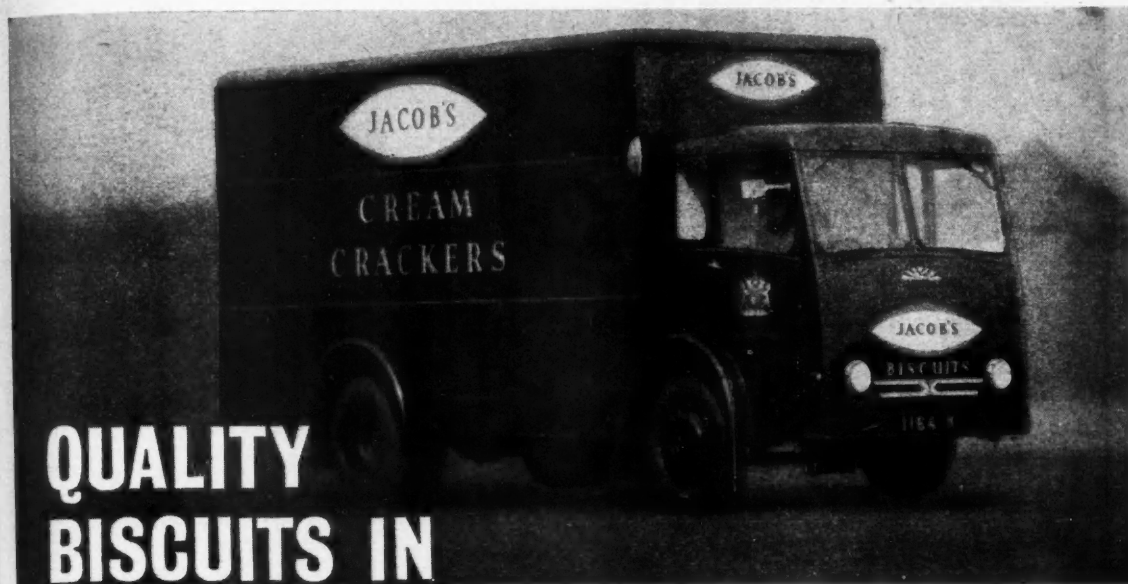
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The Commercial A

## Boom in Haulage

**E**VEN the most determined opposition of the British Transport Commission cannot prevent hauliers from satisfying the ever-increasing demands of trade and industry. Some of the recent grants of additional vehicles to free-enterprise operators have been substantial indeed, and it is significant that there has been little objection from competitors in the private-enterprise sector of the industry. A big haulage company in Scotland was last week granted out of hand applications for vehicles totalling about 182 tons unladen, and a plea for 12 further articulated outfits was accepted in principle, subject to consideration of the precise number to be authorized.

A second Scottish haulier was granted eight additional articulated outfits on A licence and a third company was authorized to run four of the six extra lorries which it sought. All three applications were strongly resisted by the Commission, but, in the face of overwhelming evidence of an expansion of Scottish industry and a desire by customers for road, rather than rail, transport, the Licensing Authority had no alternative but to make substantial grants. In so doing he upheld the principle that a haulier who gives a customer good service is entitled to enlarge his fleet to deal with increased traffic from that source, even if the railways have improved their facilities to handle the business in question.

Road haulage is firmly entrenched in the trade and industry of the country, and, despite their modernization programme, the railways will have difficulty in wresting traffic from the satisfied customers of hauliers. The emphasis which the 1953 Act places on meeting first the needs of users, and only secondarily on protecting existing providers of transport, puts reliable hauliers in a strong position to expand their fleets in step with the growing trade of well-established customers. Scottish operators, in particular, may look forward with confidence to even better days when the construction of large new factories by engineering and other concerns is completed.

A reasonable safeguard against the creation of an excess of road transport is provided by the general insistence of the Licensing Authorities that the services of sub-contractors must be tried before licences for additional vehicles are granted. The small haulier who is willing to study the needs of his principals can, in fact, make a fair living mainly from sub-contracted traffic, without the trouble and expense of seeking business for himself. He performs a valuable function in the industry, not only by enabling road transport to give a highly flexible service, but by checking the unreasonable growth of individual fleets to the detriment of the small man.

## Safety in Dispute

**T**HE dispute which has occurred between the British Safety Council and the Motor Agents' Association over the operation of the Council's scheme for testing and certifying used vehicles as roadworthy is curious and unfortunate. Under the arrangement, the dealer signs a bond with the Council by which he undertakes that every used vehicle sold by him will be tested in accordance with a specification laid down, and that he will give the buyer a certificate to that effect. His reward is an enhanced reputation and the penalty for defection is the damaging publicity associated with deletion from the list of approved dealers.

The scheme gives voluntary effect to a recommendation, made in 1939 by a House of Lords Select Committee under the chairmanship of Lord Alness, that "it should be obligatory on the sale of second-hand motor vehicles that a certificate of fitness should be issued by an approved

a27

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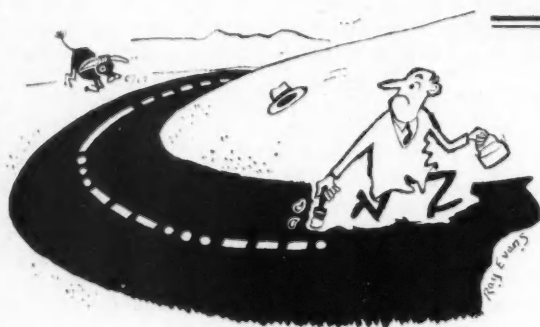
person." The impending official tests of vehicles more than 10 years old are no substitute for the kind of inspection and certification envisaged by the Alness Committee and the B.S.C.

According to the Council, whatever the attitude of the M.A.A., they will proceed with their plan, which they claim is supported by many garages. It is undoubtedly a useful contribution to road safety, apart from which it should help to safeguard inexperienced buyers against the depredations of unscrupulous dealers.

### Fare Shares All Round

THE days when bus companies holding running agreements with local authorities could afford to be generous are long past. In the case of the Birmingham and Midland Motor Omnibus Co., Ltd., for instance, agreements with Dudley and Worcester Corporations have been revised to increase substantially the company's revenue from services operated in the two towns. In the past, the councils have received all revenue from the local services and paid the company's operating costs. The procedure has now been reversed, and the company takes all the receipts, but pays each of the local authorities a fixed sum.

The councils of Smethwick, Oldbury, Rowley Regis and Tipton, who are concerned in the operation of what are known as the "Smethwick tram track services," have also increased their payments to Midland "Red." The result is that the company's overall revenue is raised by about £105,000 a year and calls on fare-paying passengers for additional charges to offset higher wages and improved conditions for workers have been reduced.



## At the Palace

MR. F. J. SPEIGHT, director and general manager of Geo. Ewer and Co., Ltd., achieved a new highlight in a colourful career when he and his wife attended the Royal garden party at Buckingham Palace last week. It is an honour which few transport men have enjoyed. The sun shone fitfully on the guests, while some of the London suburbs were almost awash.

Mr. Herbert H. Crow, who, until his death a fortnight ago, was national chairman of the Road Haulage Association, attended the Royal garden party in May. To his and his wife's great disappointment, it was marred by rain.

### Life-savers

A COACH passenger and a lorry driver probably owe their lives to the presence of mind of R.A.C. patrols. In the first case, the patrol was called by a coach driver on a Scottish Highland tour, who had a sick woman passenger. The R.A.C.

A28

### Men Who Make Transport—43

A QUIET American came from India to Britain by way of the British Empire, arriving at the imposing Firestone factory at the Great West Road, Brentford, Middx, in the torrid summer of last year. He hoped—indeed, expected—to find a pleasant transitional climate. As it turned out, he says, the only difference between London and Bombay was that in Bombay he enjoyed the amenity of air conditioning.

But within the factory, Andrew Donald Wenzel, the new chairman and managing director of the Firestone Tyre and Rubber Co., Ltd., found little to suggest he was no longer in Bombay—or, for that matter, in Wisconsin. For the world-wide Firestone plants operate on a master plan conceived in the United States. In whatever Firestone plant an executive finds himself, he is on familiar ground: production system, office organization, sales, all the essential parts of the organism are identical. There is little room for trial and error outside the organization and methods division at headquarters. Overseas factories solve the problems of production and sales by a well-tried key, and, by the same token, without temptation to go wandering off at a tangent.

What is the popular British picture of an up-to-date American plant? Is it one of hard-faced management, of brusque hiring and firing, of labour-saving automation, of split-second timing on the production line, of office staff who cower—or fawn, according to temperament—at the approach of authority, of peremptory, cigar-chewing senior executives? If this is the picture, it is as wide of the mark as most other Hollywood projections of the American way of life.

### Bird's Eye View

man realized that her condition was serious and directed the driver to Fort William. He then telephoned Fort William for a doctor, who was brought to the coach by a police car. Soon the woman was safely in hospital.

The lorry driver was found in Norfolk, slumped over the wheel, and, after asking for help, lapsed into unconsciousness. The R.A.C. man called a doctor, and the driver was operated on for a perforated ulcer as soon as he reached hospital. The patrol then completed the job by arranging for the lorry, bound for Manchester with a load of rubber, to be garaged until it could be collected.

### Bilingual Interlude

MANCHESTER seems far away, and London still farther, when a traffic court witness hesitantly says: "It is so difficult to explain in the English."

This sometimes happens during the North Wales tours of the North Western Licensing Authority, but always there is a Welsh-speaking member of his staff in the office. At Caernarvon, last week, Mr. J. H. Hughes, enforcement officer at Bangor, stepped in to form the link between the two civilizations—the basically English civil service and those North Wales operators whose life is spent speaking and thinking in their native tongue.

I might add that most of the English find difficulty in making themselves plain in their mother tongue.

### Staying Power

THERE must be something about Nottingham Transport Department that encourages a lifetime's loyalty. Mr. H. G. Morley, who has been deputy general manager for 21 years, is the fourth person to have completed 50 years with the undertaking. He succeeded his father as traffic

## Andrew Donald

Mr. Harve  
down app

### By The

superintendent in  
the old Nottingham  
Ald. S. P. Hill  
R. E. Green, L.  
Hodgson, chairma  
were among those  
Morley's honour.

### Big Game

MR. A. D. WENZEL  
another new  
but another aspect  
him no surprise.  
of big-game hunt  
in India.

Big game is no  
roads and lanes o  
even more pleasu  
from shooting the  
Well, there's ple  
Sunningdale—thou  
have to satisfy him

### Wagon Train

MR. T. F. RICHARDS  
tells me that  
a remote country st  
inquire what was f  
some carboys.

From the door  
outside with some  
"Ah, well," says  
smart turn-out unt



# Donald Wenzel



Mr. Harvey S. Firestone, founder of the Firestone empire, looks down approvingly on Mr. A. D. Wenzel, chairman of the British company.

## By The Hawk

superintendent in 1930, his father having started work with the old Nottingham and District Tramways Co. in 1885.

Ald. S. P. Hill, chairman of the transport committee, Cllr. R. E. Green, Lord Mayor of Nottingham, and Mr. C. R. Hodgson, chairman of the East Midland Traffic Commissioners, were among those who attended a luncheon last week in Mr. Morley's honour.

### Big Game

MR. A. D. WENZEL may have been taken aback, like many another newcomer from overseas, by the English summer, but another aspect of United Kingdom life will have caused him no surprise. He cannot follow here his favourite sport of big-game hunting—a sport in which he acquired great skill in India.

Big game is notably difficult to come across in the bosky roads and lanes of Sunningdale. In the past he has derived even more pleasure from photographing wild animals than from shooting them.

Well, there's plenty of scope for nature photography around Sunningdale—though smaller creatures than Bengal tigers will have to satisfy him.

### Wagon Train

MR. T. F. RICE, director of East Anglian Carriers, Ltd., tells me that one of his vehicles recently pulled up outside a remote country store, and the new young assistant came out to inquire what was for delivery. The driver replied that he had some carboys.

From the door the boy bellowed: "Guv'nor, the carrier's outside with some cowboys."

"Ah, well," says Tom Rice, "we thought we were a pretty smart turn-out until we also watched television."

Of course, American management is efficient, and, of course, automation is an essential—and accepted—means of production. But I have never met a senior American executive who smokes, let alone chews, a cigar during an interview, whether in the United States or in Britain. And in all the American-owned plants I have visited in the U.S.A. or elsewhere, I have never been conscious of anything but happy staff relations.

I put the point about efficiency to Mr. Wenzel. How do Britain's production methods compare with America's? He thinks it a missing of the point to say that America's methods are better in this or that field than the British. Very high wages in the United States compel a high degree of mechanization.

### A Matter of Degree

This American economic condition is different in degree, though not in kind, from the British. Wages have not soared so high here as across the North Atlantic, but they have risen steeply. And production for modern world markets, involving acute competition, means that one country's plants must, in ways suited to their own economic and social climate, be just as efficient as another's. Increasing automatic production has not involved unemployment in America, says Mr. Wenzel, for the reason that the market is continually expanding. Moreover, labour is mobile. It may be a source of generations-old bitterness that South Wales miners were compelled to leave their valleys in the 1920s to seek work in foreign England; an American thinks nothing of pulling up his New England stakes and lighting out for California, 3,000 miles away.

All of this is really a portrait of Mr. Wenzel. He represents in his personality and experience the new-type American who carries his country's commercial and industrial methods overseas and by so doing benefits the whole world's prosperity. He is one of the new internationalists who have learnt by experience how to get along with people of various races, abilities, points of view and prejudices. According to his colleagues at Akron, he is even losing his American accent!

### British Methods Admired

He arrived in Bombay from the United States as long ago as 1939. He stayed long enough to see India become an independent country within the British Commonwealth of Nations. In that long and eventful period he grew an admiration for British administration no less warm than he later conceived for Indian governmental and business methods. "The old Indian Civil Service," he declares "was undoubtedly the best in the world." He has nothing but praise for the way India was equipped with Indians of high administrative calibre by the former British public servants.

His views about India's treatment of foreign-owned industry are as encouraging. There is no difficulty, he says, about repatriation of capital or export of dividends: no difficulty about training labour or recruitment of high-grade executives.

Does it matter what he thinks about India now he has come to Britain? I believe it does. Even the British cannot understand themselves until they see what their fellow countrymen accomplished, and still accomplish, overseas. Americans who see neither the English at home nor the British abroad can have little idea what we are like. Donald Wenzel, the quiet American who does not chew cigars (though he smokes cigarettes uninhibitedly) has got off to a good start here. He is going to make a lot of friends, if only because he is showing himself friendly. America could do with many more Americans like him—and so could we.

H.C.  
A29

# Mr. Marples Will Stay As Minister of Transport

BY OUR POLITICAL CORRESPONDENT

IT is expected that Mr. Ernest Marples will remain at the Ministry of Transport and not be affected by any forthcoming reshuffle of the Government. This has essentially been a year of preparation for Mr. Marples. His Road Traffic and Road Improvements Bill has been going through Parliament, and not until it is law can he introduce traffic schemes under the "blanket" powers which the measure will confer upon him.

Moreover, his traffic engineering unit has been in the process of organization within the Ministry, and has yet to produce detailed schemes. Next year will therefore be the "Marples Year," and many things can be expected to emerge.

The Ministry might, however, be altered. It is quite possible that it may be split up on the ground that Mr. Marples has far too many preoccupations at present. Railways, ships and roads combined are an enormous burden. Roads by themselves are a full-time job.

## New A Licence Suspended Until 1961

AS a result of foolishness and bad advice, Messrs. McWilliam and Pirie, West Hall Cottage, Kemnay, Aberdeenshire, committed serious irregularities. A severe penalty was required and, although their application to put one vehicle on a new A licence in substitution for a special-A licence would be granted, this would be suspended from August 1 until the end of the year.

Mr. A. Robertson, Scottish Deputy Licensing Authority, gave this decision, at Aberdeen, on Monday after hearing of illegal B-licence operation and a change of special-A licence base in defiance of a refusal by the Licensing Authority.

Mr. W. McWilliam, a partner, said that in May, 1959, they entered into an agreement with Mr. G. Ewan, Alford, to take over his haulage business with two vehicles and a trailer on B licence. A sum of £600 had been paid for the vehicles and they were to act as managers for nine months. A further £250 was to be paid if a licence were granted.

He had been advised by his solicitor that this was in order, and no application was made to transfer the vehicles. The first he knew of his actions being illegal was when the police prosecuted. There were now no vehicles on the B licence and they were working under contract-A licence for Adam Lythgoe, Ltd. If the A licence were granted Mr. Ewan was prepared to surrender his B licence.

Questioned by Mr. Robertson concerning a base change of the special-A vehicle, from Perth to Kemnay, after being refused permission to do so, Mr. McWilliam admitted that this had been done after an unsuccessful bid to take over a B licence in Perth. Replying to Mr. J. Angus, for six independent objectors, he agreed that after purchasing Ewan's vehicles they were immediately replaced by new ones.

Mr. Ewan said that for the past 12 years his vehicles had worked almost exclusively carrying timber for James

Jones and Sons, Ltd., Larbert, but this work had ceased some nine months before the date of the agreement. Since the agreement he had nothing to do with the business and received no remuneration from its operation.

It was submitted by Mr. Angus that McWilliam knew there was no business to take over and it had been a barefaced attempt to buy a licence and develop goodwill before seeking a transfer. When it was found that there was no work in Perth the special-A vehicle was moved to Aberdeenshire to compete directly with the objectors.

Supporting Mr. Angus, Mr. D. Brown, for British Railways, said that the Licensing Authority should consider whether the applicants were fit and proper persons to hold a licence at all. Apart from other irregularities there was no evidence of need to justify the illegal change of base.

Mr. A. P. Brown, for the applicants, said that although their conduct called for some penalty it was significant that at the Sheriff's Court in Aberdeen, fines of only £20 had been imposed for 461 offences concerning Ewan's B licence, when the maximum penalty was nearly £9,000. This indicated that the Sheriff took the view that the transaction was ill-advised rather than deliberately illegal.

### BEYOND POWER OF COMMISSIONERS

THE Yorkshire Traffic Commissioners had no authority or statutory powers to attach a condition to a new Royston-Leeds express licence which required the surrender of a licence held for many years at Wakefield.

Mr. Frank S. Marshall, representative of Wallace Arnold Tours, Ltd., stated this at Leeds, last week, when his company appealed against the decision. Mr. J. R. Willis, the Ministry Inspector, said that the decision of the Minister would be given later.

## R. H. A. Discuss Illegal Haulage Activities

ILLEGAL activities by hauliers were discussed at length on Wednesday by the licensing committee of the Road Haulage Association. The Metropolitan and South-Eastern area had expressed concern about the increase in work for hire or reward without licences. The danger that the customer might be accused of aiding and abetting was stressed.

The committee received a report on the application by Price Bros., of Ystalyfera, South Wales, to the Western Licensing Authority for a short-term B licence to carry gravel for contractors on the Ross Spur motorway (*The Commercial Motor*, June 3). During the hearing it was alleged that uneconomic rates were being paid to tipper operators by contractors.

Normal user was another subject under discussion.

### TRANSPORT DEVELOPMENT ACQUIRE ARTHUR GAMMAN

THE issued share capital of Arthur Gamman, Ltd., and its subsidiary, Chatham and District Ice and Cold Storage Co., Ltd., has been acquired by the Transport Development Group, Ltd.

These companies operate extensive wharfage and cold storage businesses at Chatham where they handle mainly fruit, vegetables, flour and starch. Five vehicles are employed for carrying goods to the company's cold store, cool air store and dry goods warehouse.

Mr. P. S. Henman, chairman, Mr. W. Fraser and Mr. C. J. Palmer, of Transport Development Group, Ltd., have been appointed directors of Arthur Gamman, Ltd., Mr. Henman has become chairman, and the present directors have resigned.

### B.R.S. DEPOT MAY CLOSE

A REPORT by a northern newspaper, on Monday, that the depot of B.R.S. (Contracts), Ltd., at Kearsley, near Manchester, might shortly be closed, could not be clarified when *The Commercial Motor* approached Mr. W. E. Macve, manager of the North-Western Division of B.R.S.

Kearsley depot, which at one time belonged to Lawtons, has concentrated on the provision of specialized transport for the dyestuffs division of I.C.I. It employs about 100 men and some 50 vehicles are based on it.

It was reported that the current contract with I.C.I. would end this year and might not be renewed, and that tenders for the work had been invited from independent hauliers and B.R.S.

Mr. Macve said he could not comment on the report without involving the customer.

### CALLED TO ORDER

THE Metropolitan Licensing Authority has notified W. Joy Ltd., to appear at a public inquiry on August 3, for consideration under Section 13 of the Road and Rail Traffic Act, 1933 and Section 9 (4) of the Transport Act, 1953.

## Keep A...

### A BID b...

Road, opposed by when Mr. the case h outfits (57) objectors v Fraser, A. M.

The open enlivened by W. D. Connoc the independent ties comparat applicants. H should read or rejected by M also complaint Mr. J. Angus a objectors, that ing witnesses.

Mr. W. H. S of John R. St Aberdeen, pres Merchants' and a member of t White Fish A no complaints service, but th with short-not for export and were unable would be avail unless delivery

### Returnable

Changes in place. Return replaced by number of boxes from 560,000 in 1958 and 95,000 in 1959. The air should be carried Platform lorries their way out. ing at Aberdeen Peterhead, Bu and Ullapool, shipped by r traffic.

Mr. J. H. R North of Scot Steam Shipping many complain service. Shipper to Aberdeen th Alexander's, w from their ship arrive until the ables arriving f dogfish and fre were carried in off the ship in and were offer until late in th vehicles were n

Asked by M not desirable t haulier—Mr. vehicles to me

## Keen Opposition to 17-Vehicle Application by Alexander's

FROM G. DUNCAN JEWELL

**A**BERDEEN, Tuesday  
**A** BID by Charles Alexander and Partners (Transport), Ltd., Old Ford Road, Aberdeen, to add 17 vehicles to their A licence was strongly opposed by the British Transport Commission and four independent hauliers when Mr. Alex Robertson, Scottish Deputy Licensing Authority, heard the case here yesterday and today. The company sought 10 articulated outfits (57½ tons) and seven rigid vehicles (32½ tons). The independent objectors were Arthur Nichol (Haulage Contractors), Ltd., George P. Fraser, A. M. Barrack and Sons, Ltd., and the Shore Porters Society.

The opening proceedings were enlivened by a submission from Mr. W. D. Connochie, for Alexander's, that the independent objectors had no facilities comparable with those of the applicants. His suggestion that they should read out their normal users was rejected by Mr. Robertson. There were also complaints throughout yesterday by Mr. J. Angus and Mr. D. Brown, for the objectors, that Mr. Connochie was leading witnesses.

Mr. W. H. Stephen, managing director of John R. Stephen (Fish Curers), Ltd., Aberdeen, president of the Aberdeen Fish Merchants' and Curers' Association and a member of the advisory council of the White Fish Authority, said there were no complaints about Alexander's general service, but they were having difficulty with short-notice traffic, processed fish for export and ships' stores. Alexander's were unable to confirm that vehicles would be available and orders were lost unless delivery was made on time.

### Returnable Boxes Being Replaced

Changes in fish transport were taking place. Returnable boxes were being replaced by light packaging and the number of boxes returned had dropped from 560,000 in 1957 to 281,000 in 1959 and 95,000 in the first six months of this year. The aim was that all white fish should be carried in insulated containers. Platform lorries for this work were on their way out. Centralization of marketing at Aberdeen from landing points at Peterhead, Buckie, Macduff, Gareloch and Ullapool, whence fish was transhipped by road, had also increased traffic.

Mr. J. H. Robert Porter, chief clerk, North of Scotland, Orkney and Shetland Steam Shipping Co., Ltd., said they had many complaints concerning Alexander's service. Shippers were required to deliver to Aberdeen the day before sailing, but Alexander's, who were delivering to and from their ships every day, often did not arrive until the hour of sailing. Perishables arriving from the islands, including dogfish and fresh fish for London, which were carried in chilled holds, were taken off the ship in prime condition by 8 a.m. and were often left lying on the dock until late in the day because Alexander's vehicles were not available.

Asked by Mr. Brown whether it was not desirable to go to a more efficient haulier—Mr. Fraser would guarantee vehicles to meet the ship and transfer

the fish to a waiting train for London—Mr. Porter replied that they had no control over onward transport and had not complained to the senders.

Ten supporting witnesses gave evidence yesterday, mainly of difficulties with short-notice traffic and of lower rates by the applicants' service.

### 4,089 Regular Accounts

Mr. G. H. Scott, the applicants' accountant, said today that they had 4,089 current accounts, excluding casuals, and operated in all 79 rigid vehicles and 38 articulated units on A licence, three rigid vehicles on contract A, 11 articulated on B licence and one rigid and two "artics" on short-term licence.

Cross-examined by Mr. Brown, for the Commission, on the company's figures, Mr. Scott said a working day was any period for which a vehicle was employed, whether it be half an hour or 24 hours. The company's business was steady, and not seasonal.

He agreed that for six-monthly periods ended in April, 1959, and April, 1960, the tonnages carried by the company's vehicles were respectively 77,237 and 78,051; mileage 3,178,987 and 3,124,067, and earnings £335,155 and £333,781. During the same periods, sub-contracting increased by £17,704 to £48,726.

On the basis of the net revenue of £1,016 and 278 tons per ton of unladen weight carried during the whole of last year, the application for a total of 89½ tons additional unladen weight would require evidence of need for extra work to the value of £90,000, or more than 25,000 tons, suggested Mr. Brown.

Such an increase was not the basis of the application, said Mr. Scott, and Mr. Alexander would later give evidence on policy. There were trends such as the reduction of carrying capacity by the introduction of containers and provision for maintenance which required rectification. Additional vehicles would not necessarily mean extra earning capacity.

The inquiry was adjourned until August 4.

### NORTH ROAD IMPROVEMENT

**A** TWO-MILE stretch of the A.1 Great North Road, between Ellington Brook Bridge and Alconbury in Huntingdonshire, is to be modernized. Work will start immediately and should be completed early next year.

Two carriageways, each 24-ft. wide, will replace the existing single carriageway, which has a number of sharp bends.

## Big Foden Tanker for Earls Court

**A** 4,200-GAL. eight-wheeled tanker will be one of six Foden vehicles to be exhibited at the Commercial Motor Show, which opens at Earls Court, London, on September 23. The tanker will be powered by a Gardner 6LX engine driving both axles of the rear bogie through a 12-speed gearbox.

A similar engine and transmission will be fitted in an eight-wheeled tipper, whilst a 24-ton-gross tipping bulk-cement tanker is to have a 6LX engine with a five-speed gearbox. The two tippers will both employ driving axles of unusually high ratio—4.8 to 1—presumably to offset the limited speed of the Gardner engine.

A six-wheeled overseas model to be shown is to have a Cummins NH 220 oil engine producing 212 b.h.p., a 12-speed gearbox, and a double-drive rear bogie with 5.2-to-1-ratio axles. Air brakes and power-assisted steering will be fitted.

The only exhibit with a Foden engine is to be an FED6/30 dumper. This will have the Mark III two-stroke developing 150 b.h.p. at 2,400 r.p.m.

Foden four-wheelers are to be represented by a 5LW-powered KG.5/14 chassis with a 12-speed gearbox and an 18-ft-long van body.

### 13 COUNTRIES TO JOIN IN SAFETY RESEARCH

**D**ELEGATES from 13 member and associated countries of the O.E.E.C. have recommended that an international body should be set up to foster road safety research. This was the most important decision taken at a four-day international meeting, which ended last Friday, at the Road Research Laboratory at Langley, Bucks.

The meeting also recommended that each country should set up a national committee for road safety research, which would, additionally, provide a link with the proposed international body.

A consultative panel of experts will be formed to consider the steps necessary to carry out these two recommendations. A further international meeting is recommended to be called within 12 months.

### £500,000 PLAN FOR U.T.A. BUS STATIONS

**D**ETAILS of a £500,000 scheme, to streamline and modernize the operating facilities of the Ulster Transport Authority in Belfast, were given last week when a new £100,000 bus station in Oxford Street, Belfast, was opened by Lord Brookeborough, Prime Minister of Northern Ireland.

The Oxford Street station is the first step in the Authority's development plan for handling buses which operate in and out of the city. It is estimated that 15,000 people will pass through it each day.

The next step will be to rebuild the present Smithfield station, and later it is hoped to provide a further modern station at Great Victoria Street. This will be linked with the railway station and the British European Airways' terminal.



## Men in the News

MR. B. G. TURNER has retired as general manager and director of Thomas Allen, Ltd. He will be succeeded by MR. P. H. R. TURNER.

MR. W. A. WOOD, commercial manager, and MR. R. L. HARRISON, sales manager, of A. W. Chapman, Ltd., have become directors of the company.

MR. G. E. LIARDET, chairman and managing director of Simms Motor and Electronics Corporation, Ltd., has been elected to the board of Roadless Traction, Ltd.

MR. R. S. TOVEY, formerly with Wilmot-Breeden, Ltd., in Canada, has joined the company's publicity department in Birmingham, as public relations officer.

MR. D. G. F. RAWLINSON, traffic manager, East Midland Motor Services, Ltd., will take up a similar position with the Trent Motor Traction Co., Ltd., next October.

MR. J. H. EAST has been appointed a principal executive assistant in the office of the road transport schedules superintendent of London Transport, with effect from August 8.

MR. B. A. GOMM, general manager, F. Perkins (S.A.) Pty., Ltd., a subsidiary of the Perkins Group, has been made general manager of the Australian subsidiary, F. Perkins (Australia) Pty., Ltd., Dandenong.

MR. W. U. CHAPMAN, manager of the industrial products division, Goodyear Tyre and Rubber Co. (Great Britain), Ltd., has transferred to the export sales division. His former position has been taken by MR. J. T. PEARSON.

MR. R. E. G. BROWN, secretary of the London division of the Traders' Road Transport Association, has been re-appointed to represent C-licensed operators on the London and Home Counties Traffic Advisory Committee for a further three-year term.

MR. ARTHUR JAMES BURTON, formerly a director of manufacture for the Midland factories of the British Motor Corporation and works director of the Austin Motor Co., Ltd., will join the headquarters staff of the B.S.A. Co., Ltd., on August 1, as director of manufacturing services.

MR. G. E. CLAYDON, manager of Contractors Transport, Ltd., has terminated his employment with the company and is now practising as a consultant in road traffic and licensing cases. MR. EDWARD BECK, managing director, MR. JOHN E. BECK and MR. P. HANLON will deal with heavy haulage and machinery moving, and MR. C. FRASER and MR. G. HILL will attend to all normal traffic.

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MR. H. HOYLE, depot superintendent of Lancaster Transport Department, has been appointed works superintendent of the Leigh Transport Department.

MR. R. J. BUNN, of the Metal Box Co., Ltd., has returned to this country after attending the seventh Materials Handling Training Course, at Lake Placid, New York, as the winner of the John Morris Memorial Award for 1960.

MR. G. R. HAYES, formerly assistant secretary of organization, British Road Services, has become assistant secretary. MR. P. S. RAE-SCOTT, assistant secretary of administration, B.R.S., becomes commercial manager of B.R.S. (Contracts), Ltd., on the appointment of MR. A. J. PRAGNELL as divisional traffic officer of B.R.S. (Pickfords), Ltd. MR. E. FROGGATT is now assistant divisional manager of the South Eastern Division of B.R.S. and MR. H. CLIFF, formerly Doncaster branch manager, has succeeded him as West Yorkshire district manager. MR. W. PARTINGTON, formerly north eastern area manager of Pickfords, has been appointed to the newly created post of assistant northern heavy haulage manager. MR. E. G. MILNE, Birtley branch manager, has succeeded him. MR. S. B. BOWSKILL, formerly Birmingham branch manager, has become Midland area manager of the heavy haulage division of Pickfords.

### 89 DRIVERS TO COMPETE IN STEPNEY ROUND

EIGHTY-NINE vehicles have been entered by 24 operators for the Stepney round of the Lorry Driver of the Year Competition at Victoria Park, London, E.2, on Sunday. This is London's first eliminating centre. The entrants consist of 14 hauliers, nine C-licence holders and B.R.S. (Parcels), Ltd. There will be 17 teams competing.

The organizers have an ambitious programme, including a maintenance competition. Thirty-six vehicles are entered for the main part of the maintenance test, and 17 for the special competition for the best-maintained oil-engined vehicle. A novel entry, in the maintenance contest only, is a 1914 American Traffic vehicle, owned by Adams Bros. (Kingston), Ltd., Kingston upon Thames.

The maintenance examination will be conducted at the Waterden Road premises of British Road Services. The 6½-mile road section of the competition will begin and end at Victoria Park, where the manoeuvring tests will take place.

### OBITUARY

WE regret to record the death of MR. WILLIAM D. MUNRO.

Mr. Munro was managing director of Munro's Transport (Aberdeen), Ltd., who operate a fleet of about 70 vehicles from depots in Alford, Aberdeen, Glasgow and London.

## Disputed Vehicle Struck Off

THE grant which he had made in June (*The Commercial Motor*, June 24) to Edwards Transport (Frome), Ltd., was reduced on Monday by Mr. S. W. Nelson, Western Licensing Authority, at Bristol. He had authorized the renewal of the company's A licence for 11 vehicles (47 tons 7 cwt.), subject to "verification of the taxation position." This week he changed the grant to 10 vehicles (39 tons 4 cwt.).

British Road Services, British Railways and several private-enterprise hauliers appeared as objectors.

A schedule produced by Edwards Transport showed, said Mr. Nelson, that nine vehicles (34 tons 14 cwt.) had been taxed and used by them. Objectors then challenged Mr. Edwards concerning a vehicle with the registration number XYZ 192.

Mr. Edwards denied a statement by Mr. L. Beatty, enforcement officer, that the vehicle had passed to Mr. F. Stacey, of Bourton, near Mere, Dorset. Mr. T. Amblin, of W. Viney, Ltd., one of the objectors, declared that he had used this vehicle when employing Mr. Stacey as a sub-contractor. He added that he had not brought evidence to prove his statement.

Mr. Nelson expressed surprise that a company of the standing of W. Viney, Ltd., should have used a sub-contractor without ascertaining what licence he held.

Mr. Nelson announced that he would refuse the licence for the vehicle in question, which had been disposed of some time ago. According to the log book, the vehicle was still held in Mr. Edwards' name, but it was in the possession of a garage.

"I must watch the position carefully," he added.

### YORKSHIRE EXPRESS GRANTS UPHELD ON APPEAL

DECISIONS of the Yorkshire Traffic Commissioners in granting new express licences and variations to existing licences, to Wallace Arnold Tours, Ltd., J. W. Kitchen and Son, Ltd., and Hebble Motor Services, Ltd., which were the subject of appeals by Kitchen and the British Transport Commission (*The Commercial Motor*, November 27, 1959), have been upheld by the Minister of Transport.

In his decision issued last week, the Minister said that he agreed in general with the views of Mr. J. R. Willis, who conducted the inquiry. He agreed that the grant of additional express journeys from Leeds to Paignton and Bradford to Torquay, to Wallace Arnold and Kitchen were desirable.

He also agreed with the Commissioners that Kitchen, who appealed against the refusal of their application in toto, did not make a strong enough case for extra dates during August.

In the opinion of the Minister the grant to Hebble of a new express licence between Bradford and Rochdale was justified.

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## E.C.E. Party Talk on Exhausts

THE emission of harmful exhaust gases has been discussed in Geneva by a working party on the construction of vehicles, a subsidiary body of the Economic Commission for Europe's Inland Transport Committee.

The party considered regulations in Belgium and West Germany under which the police can require a vehicle emitting excessive smoke to go to an official testing station for analysis of the exhaust gases.

Draft rules for direction indicators were also prepared. These stated that the semaphore type showing a steady light should be prohibited on new vehicles.

Dimensions of rear number plates were considered. It was decided that there should be two types of plate, one having dimensions not exceeding 1 ft. 8½ in. by 5½ in., and the other not exceeding 1 ft. 1½ in. by 9½ in.

The possibility of establishing international standards for rear-view mirrors and safety belts was also discussed, together with possible regulations for braking tests.

### PERILOUS STATE WILL REMAIN

"UNTIL there is a change of heart by the Government, the perilous state of rural bus services will remain," stated Mr. G. A. Pitt, clerk of Louth Rural District Council, at a recent meeting of the council. He was referring to the proposal of the Lincolnshire Road Car Co., Ltd., to close the Louth-Horncastle service next month.

He told members that they had no right of objection, although many ratepayers would be inconvenienced. At Horncastle there appeared to be attempts to secure an alternative service, but it was unlikely that anybody would take it on unless another licence could be surrendered, which would make the change worth while.

Cllr. R. E. West, who represented Tathwell, one of the villages on the route, said it was difficult to ask a company to run at a loss. "But to keep village life alive, we should make every endeavour to ensure that some transport facilities are made available."

### DAVID BROWN DIRECTORS

FOLLOWING the re-forming of product groups of the David Brown Corporation, the directors of two groups have been announced. The board of David Brown Tractors, Ltd., parent company of the tractor and agricultural machinery group, comprises Mr. David Brown, chairman and joint managing director, Mr. David Brown, jnr., joint managing director, Mr. J. Thompson, general manager, Mr. L. V. Gallagher, manufacturing, and Mr. J. D. Elstone, marketing.

On the board of Aston Martin, Lagonda, Ltd., parent company of the automobile group, are Mr. David Brown, chairman and managing director, Mr. J. Wyer, general manager, Mr. David Brown, jnr., Mr. J. Thompson and Mr. J. Stirling.

## Stamp of Foot Not Allowed

ALTHOUGH a double stamp of the foot on the floor of the upper deck was recognized by bus crews as a starting signal, it was strictly forbidden by regulations. Walsall magistrates were told this, on Monday, when the driver and conductor of a Walsall Transport Department bus, from which an 87-year-old woman fell, appeared before them.

The men, Sydney Clifford Colebach, Edison Road, Walsall, driver, and Robert William Davies, St. Clements Avenue, Leamore, Walsall, conductor, pleaded not guilty to failing to take all reasonable precautions to ensure the safety of passengers alighting from the bus.

Colebach was fined £1 and Davies £3.

The passenger, Mrs. Eliza Brant, Lumley Road, Walsall, died from injuries which she received when she fell from the bus, said Mr. D. Wassell, prosecuting. The bus moved off before she could be helped from the platform by her sister, he said.

Colebach said that he started the bus after the conductor had stamped his foot. He agreed that this was against regulations, but said that he would have started the bus just the same if he had received the signal by the bell.

He also agreed with Mr. Colin Coode, defending, that a cab mirror would be more satisfactory than the present near-side exterior mirror.

Mr. Coode commented: "I don't know how on earth you are supposed to drive a bus without having the faintest idea of what is going on inside."

### U.S. FORD TO BUILD 29-TON DIESELS

THE Ford Motor Co. of America plans to enter the diesel lorry field this autumn with vehicles having a gross weight of some 29 tons.

Although the Detroit headquarters of the company refused to comment on the project, officials at Louisville confirmed that a production line was being installed there for diesel lorries of "about the size of the biggest trucks on the road."

Ford, believed to be working on their own diesel engines, are far from having any such power unit ready for use. The new vehicles will have Cummins engines. Beginning in October, initial production at Louisville is planned at one vehicle per hour.

### DYSON DOING WELL

AN excellent general trading position and a full order book were reported to shareholders on Tuesday by Mr. Joseph T. Dyson, chairman and managing director of R. A. Dyson and Co., Ltd.

### NEW LONDON STAFF MEETING

ANOTHER meeting was held yesterday between London Transport and the Transport and General Workers Union to discuss the urgent need for more staff. The Busmen have rejected a bonus scheme.

## Operators Criticized by Authorities

CRITICISMS were showered on the South Wales Transport Co., Ltd., at a conference of South Wales local authorities, at Cardiff, last week. Cllr. Harold Thomas, of Llanelly Borough Council, referred to the "vulturous" attitude of the company when the meeting discussed bus fare applications presented by seven of the main operators in South Wales, at Pontypridd, this week.

"You will see that the South Wales Transport Co., Ltd., is not satisfied with applying for an increase to meet the recent wages award in the industry. They must have an extra 1.2 per cent. in yield on their capital over and above what is necessary," he declared.

Local authorities should fight the companies' applications for increased fares, he considered.

"While we do not object to an increase arising purely from the wages award, we should ask the Traffic Commissioners to reduce the bus companies' yield on capital employed," said Mr. R. Gwynne Richards, clerk to Mountain Ash Urban Council.

Delegates expressed no objection to applications arising purely from the wages award. But they decided that representations would be made at the hearing.

The hearing of the applications is reported on page 824.

### NOTTINGHAM TROLLEYBUSES TO GO?

WITHIN the next eight years, oil-engined buses will probably replace Nottingham's extensive trolleybus fleet. This was revealed, on Monday, by Ald. S. P. Hill, chairman, transport committee, when he announced that, although no decision had yet been taken, it was likely that the fleet would have been withdrawn completely by 1968.

The last delivery of new trolleybuses to Nottingham had taken place in 1952, and these vehicles would probably have a local "life" of about 16 years. Ald. Hill commented on the high cost of maintaining equipment for trolleybus operation. Laying a mile of overhead track cost something in the region of £12,000, he said.

### CENTRAL ADMINISTRATION AT NEWPORT

CENTRAL administration of the Newport (Mon.) Transport Department from the Corporation Road Depot has been agreed to by the town council. The transport committee, who made a number of recommendations last week, also suggested that a building to cost some £16,500 be erected there.

It was also agreed that discussions should take place with Mr. F. H. Smeed, Chief Constable, on the re-routing of buses to reduce the number crossing Newport Bridge. The relief of Mr. G. P. Trigg, traffic superintendent, from his present duties, to plan service revisions aimed at reducing expenditure, was also approved.

## All-day Bans: Home Secretary Promises to Safeguard Operators

ORGANIZATIONS representing commercial-vehicle operators are immediately to be consulted by Mr. R. A. Butler, Home Secretary, so that he can judge how to safeguard their interests against wider powers to ban loading and unloading conferred upon local authorities by the Road Traffic and Road Improvements Bill.

Lord Chesham, Parliamentary Secretary to the Ministry of Transport, gave this information when the Bill was read for a third time in the House of Lords on Tuesday evening, writes our Parliamentary correspondent.

He said that the clause removing restrictions upon local authorities to prohibit loading and unloading had caused apprehension among operators. The kind of safeguards to be adopted would mean that a local authority would have to hold a public inquiry if it proposed to introduce a ban to operate for more than six hours a day.

An authority would also have to hold an inquiry where there were any unresolved objections, and a copy of the inspector's report would have to be sent to Mr. Butler at least a month before the ban was actually enforced.

"This will ensure that the Home Secretary is forewarned of any possible

trouble, and will have time to discuss the matter with the local authority if he thinks anything proposed goes beyond what is reasonable on traffic grounds," said Lord Chesham.

Any objector would have the right to appeal to a local authority on the ground that they were proposing an unreasonable restriction, and the Home Secretary would be entitled to use his powers if he thought that the authority were unreasonable.

Lord Derwent stated that traders would be "much comforted" by Lord Chesham's announcement. I am sure their fears have been set at rest," he added.

### PAPERS FOR DOUGLAS

TWO papers will be presented at the annual conference of the Municipal Passenger Transport Association, which takes place at Douglas during the week commencing September 12.

Mr. E. V. Dyson, general manager, Huddersfield Transport Department, will present "Servicing and Maintenance of Motorbuses" and "Re-routing of Services as a means of Combating a Deficit" will be delivered by Mr. N. McDonald, general manager, Warrington Transport Department.

## Voluntary Tests for Old Vehicles

FROM September 12, any owner of a vehicle more than 10 years old may voluntarily arrange with any of 12,000 authorized garages for a test to ascertain whether the vehicle complies with the statutory requirements as to brakes, lighting and steering.

If the vehicle does comply, a test certificate (price 15s.) can be obtained. This certificate will later be made compulsory for vehicles registered for more than 10 years. Compulsory testing is not to be introduced immediately, because a reasonable interval is to be allowed for owners to obtain their certificates.

The Minister of Transport will shortly make an order specifying when it will be unlawful for vehicles more than 10 years old to be on the road without certification. It is intended that a valid annual test certificate will be required before such a vehicle can be relicensed.

Issued on Monday, the Motor Vehicles (Tests) Regulations, 1960 (Stationery Office, 1s. 6d.) apply to motor-bicycles, three-wheelers, goods vehicles under 30 cwt. unladen weight, private cars, taxis, public service vehicles with fewer than eight passenger seats, buses and coaches licensed as "private," and dual-purpose vehicles up to 2 tons unladen weight.

So far as the braking system is concerned, the tester will examine rods, cables and hydraulic lines and hand-brake pawls and ratchets, and look for oil and air leakages. Braking efficiency will be tested on a static machine in the

garage, the minimum acceptable efficiencies being 50 per cent. for a four-wheeled system and 25 per cent. for the hand brake.

The examination of the steering gear will be equally thorough, covering track rods, steering arms and drag-link joints, king pins, wheel bearings and the steering box.

All obligatory lights and reflectors will be checked, and head lamps must not cause dazzle. The requirements are that the beam should be deflected so as not to dazzle a person on the same horizontal plane as the vehicle at a greater distance than 25 ft. and with an eye level not less than 3 ft. 6 in. from the ground.

The owner may select any testing station. Where a test certificate is refused and the vehicle is left with the examiner for repair, a test certificate will be issued on completion on payment of 1s. in addition to the 14s. charged for the notification of refusal following the initial test. If the vehicle is taken for repair to another garage, the charge for a re-test will be 8s. if undertaken at the station originally issuing the refusal.

Arrangements are made for appeals to the Minister against refusal of certificates. If an appeal is successful, the whole or part of the fee of £1 5s. is returnable.

### MORE ROAD CASUALTIES

THERE were 504 deaths on the roads of Great Britain during May this year, 12 more than in the same month last year.

## Maintain Vehicles in Slack Periods

USUALLY there were sufficient slack periods during fleet operation for adequate maintenance to be performed, said Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, when he adjourned an application by Messrs. J. Pickavance, Sherdley Road, St. Helens, at Liverpool, on Tuesday.

Mr. A. Sandford, transport manager, asked for an additional articulated vehicle for use in substitution, when any of their special-A, A or contract-A units were off the road for overhaul or repair. On 11 occasions over the past two years they had had to apply for temporary substitutions, but, even so, breakdowns were a constant source of embarrassment which caused delays and inconvenience to customers.

On Thursday of the previous week, continued Mr. Sandford, a long-distance vehicle travelling to Southampton had broken down. It had been four days before the defect had been remedied. In the meantime, a trunk unit had to be sent from London to deliver the load to Southampton. They were unable to organize regular overhauls as they wished, because all the vehicles were on the road.

For the British Transport Commission, who objected, Mr. J. F. Wrottesley said that certain important items of information must be produced before the application could be granted. Operational figures should be broken down, to show whether or not the vehicles were fully utilized. Records of money spent on repairs and of complaints made by customers, should be produced.

The application was adjourned for Mr. Sandford to collect this information.

### LOADS TOO SMALL FOR SUB-CONTRACTORS

BECAUSE his loads were so small, Mr. G. Woods, a Liverpool haulier, had difficulty in persuading sub-contractors to accept them, and to overcome this he applied for a small vehicle to carry foodstuffs, fruit and vegetables within seven miles of base, at Liverpool, on Tuesday.

He already had one B-licensed vehicle of 3 tons which carried fruit from North Market to retail fruiterers within the city. It was impossible to give a regular service with one unit and many sub-contractors had been approached.

Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, granted the application.

### NEW BRIDGE GRANT

A GRANT of £75,375 towards the cost of reconstructing the bridge carrying the Metropolitan railway line over the A404 Rickmansworth road has been made by the Minister of Transport. The London Transport Executive are rebuilding the bridge to take duplicate railway tracks, and the Middlesex County Council are providing two 20-ft. carriageways. Headroom under the bridge will be increased to 16 ft. 6 in.

## Two A in PL

TWO additional contract units, Hill, Darwen Authority, A licence application

Mr. J. Back said that they articulated unit, A licence, one in substitution with Darwen one unit, total flat or low-load contract vehicle, Mill, Darwen, turers, Ltd. The ground of contracting and with contract rates.

Mrs. C. Garner contracting had during the year 16,945 in 1960. traffic had increased past year, and was required a were delayed.

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# Two A-licensed "Artics" Granted in Place of Contract-A Vehicles

TWO additional articulated units on A licence, in substitution for two on contract-A licence, were granted to Jos. Walsh (Darwen), Ltd., Bull Hill, Darwen, by Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, at Blackburn last week. The addition of a new unit to the A licence was refused, and decision was reserved on an alternative application for a low-loader trailer sought with one of the units granted.

Mr. J. Backhouse, for the applicant, said that they sought to add one new articulated unit totalling 6½ tons to their A licence, one unit of a similar weight in substitution for a contract-A licence with Darwen Paper Mill Co., Ltd., and one unit, totalling 12 tons, with either a flat or low-loader, in substitution for a contract vehicle with the Hollins Paper Mill, Darwen, of Wallpaper Manufacturers, Ltd. The application was made on the ground of substantial increase in sub-contracting and the anxiety of customers with contract vehicles to obtain reduced rates.

Mrs. C. Garner, secretary, said that sub-contracting had increased from £2,922, during the year ended May, 1959, to £6,945 in 1960. The company's notifiable traffic had increased tremendously in the past year, and an additional low-loader was required as a spare when schedules were delayed. It would not be used for the wallpaper company's work.

For the British Transport Commission, who objected, Mr. G. M. Timmins questioned an increase in trailer weight for the Darwen Paper Mill vehicle. Mrs. Garner said that they had been asked by the company to alter the method of loading paper reels from three-tier to two-tier, as present loads were too high for some customers' premises. At times the smaller trailer had to be unloaded and goods re-delivered at the destination.

The initiative to change from contract-A to A licence had come from Walsh to facilitate interchangeability and to obtain return loads. Justification for the

additional vehicle came from their intention substantially to reduce sub-contracting.

British Railways and B.R.S. (Pickfords), Ltd., had low-loader facilities in the area, and were willing and able to assist customers who had spoken of difficulties, said Mr. Timmins. In some cases they were already carrying goods for them. No case had been made out by the applicants for an additional low-loader trailer.

After listening to seven supporting witnesses, Mr. Jolliffe refused the new vehicle, without calling on the objectors. He said that he had not been satisfied as to need, and the Silver Roadways appeal ruled out the reduction of sub-contracting as sufficient proof of need.

Contract customers stated that they had expressed no wish to surrender their licences, but they were content to do so on the promise of equivalent service at a better rate and Mr. Jolliffe granted this part of the application.

## BID FOR GLASGOW HIRE CONCERN

A LONDON investment concern has made an offer for the entire share capital of John Paterson (Motors), Ltd., Glasgow, taxi and commercial-vehicle hirers. If fully accepted, it would involve a sum stated to be considerably in excess of £100,000.

The directors have advised shareholders not to accept the offer, but acceptances have already been received in respect of more than 40 per cent. of the shares.

## One-armed Driver-Operator Appeals

AT an inquiry held at Bristol last week, Mr. J. M. Glen, a Ministry of Transport Inspector, heard an appeal by Mr. Leslie C. Munden, Hampstead Road, Brislington, Bristol, a one-armed coach driver, against the refusal of the Western Traffic Commissioners to grant him a licence in respect of a group of excursions and tours starting from Brislington (*The Commercial Motor*, April 15).

Mr. Munden, who wanted to operate excursions only during the summer to various centres in the West Country, said: "The big firms will not notice me if I obtain the licence, and Brislington residents will get a better service because at present they have to walk long distances to a picking-up point."

He admitted that since making his application some of the objectors had added new picking-up points in the district, but, he contended, the suburb was not well served. Mr. Munden produced a petition signed by 1,200 local residents supporting

his case, but the Inspector ruled that new evidence could not be allowed.

Mr. W. M. Huntley, for Bristol Omnibus Co., Ltd., Wessex Coaches, Ltd., Empress Coaches and British Railways, submitted that it was not true, as Mr. Munden suggested, that they wanted to put him out of business. They would never be able to do that because his business was growing satisfactorily. Excursions were not a growing business and the limit had been reached so far as the number of operators was concerned. There had been no serious attempt to provide evidence of complaint about existing services or the need for an additional one, he said.

Other objectors were: Bristol Co-operative Society, Ltd., Associated Motorways, Mrs. A. Wild (Eagle Coaches), Bristol, and F. J. Miller (Bristol), Ltd.

The Minister's decision would be announced later, said Mr. Glen.

## TARGET—A DOUBLE!

LAUNCHING a drive for additional membership with a target of doubled figures, Mr. S. C. Bond, president of the *Traders' Road Transport Association*, has suggested that every member should make an effort to enrol a newcomer.

In the monthly *Bulletin of the T.R.T.A.* Mr. Bond writes: "It can be done, members have a tradition of doing things themselves and not leaving them to others."

## No Loading Bans in City Yet

BANS on loading and unloading during peak hours in the city centre are the only section of Nottingham's "rainbow" parking scheme to be held back. After the watch committee approved the scheme it was stated that the loading and unloading proposals would be the subject of a Ministry of Transport inquiry.

This concession is considered to be a "first-round" victory for the *Traders' Road Transport Association*, *Road Haulage Association* and the *National Association of Furniture Warehousemen and Removers*, all of whom lodged objections to the "brown scheme."

This would have created a zone in Nottingham's busiest commercial area where loading and unloading would have been prohibited from 8.20-9.10 a.m. and 5.15-6.5 p.m. on Tuesdays, Wednesdays and Fridays.

At a meeting to discuss this idea, held in March, Ald. W. E. Dyer, for the T.R.T.A., stressed that tremendous difficulties would result for vehicle operators and traders if normal delivery times were suddenly banned.

Announcing a standstill on the "brown" zone plan, Cllr. Percy Holland, chairman of the watch committee, said that it had been a unanimous decision in view of the objections. The rest of the scheme would be put before the city council as soon as possible.

## TRACK TESTS FOR ROAD-RAILER

THE experimental road-rail vehicle which has been produced for British Railways by the Pressed Steel Co., Ltd., has successfully completed trials on the road. It is to commence rail tests with the Eastern Region, between Braintree and Bishop's Stortford, this week, primarily to prove the braking system. When tests are completed the vehicle has to receive the approval of the Ministry of Transport as the next step towards quantity production.

## NEW LICENSING RULES

NEW draft Goods Vehicles (Licences and Prohibitions) Regulations have been prepared by the Ministry of Transport. They are necessary because of the consolidation of road haulage licensing law by the Road Traffic Act, 1960. The new regulations consolidate those of 1952, but make no important changes.



## Capstaff Gain Short-term Grant for Four Additional Vehicles

AN application for a licence for short-term operation, by J. W. Capstaff, Ltd., Newcastle upon Tyne, who sought to vary their A licence by the addition of six vehicles of 42 tons, was partially successful when Mr. J. A. T. Hanlon, Northern Licensing Authority, granted four vehicles, at Newcastle upon Tyne, last week.

Mr. T. H. Campbell Wardlaw, for the applicants, said that the normal user required was: "the conveyance of goods for Armstrong Cork Co., Ltd., and return loads." He explained that three vehicles were at present operating for Armstrong Cork under contract-A licence, and that an application had been published for the six vehicles to be added to their A licence. This was subject to the surrender of the three vehicles at present on contract-A licence.

Immediately prior to the hearing—the application was listed to be heard the previous week by Mr. G. W. Duncan, Deputy Licensing Authority—the applicants had decided to seek six further vehicles in addition to the three vehicles on contract-A licence. Mr. Duncan, however, declined to hear the application and ruled that it would have to be republished.

The need for the vehicles was now so urgent that the applicants were applying for a short-term licence, the result of which would be without prejudice to the outcome of the substantive application.

### Increasing Demands

Mr. R. N. Johnston, secretary of Capstaff, said that with associated companies a composite fleet of about 130 vehicles was operated. The demands from Armstrong Cork, one of their oldest customers, were increasing daily. During the current week they had been asked to carry 66½ tons to 337 delivery points, which required 65 vehicles. "We cannot carry on like this and satisfy our ordinary customers," said Mr. Johnston.

On behalf of Armstrong Cork, Mr. J. Yendall said that most of their goods went to building sites, but there was a considerable amount of export traffic too. Because of the fragile nature of the product they did not wish Capstaff to sub-contract or tranship the commodity.

For the British Transport Commission, who objected, Mr. I. Robey suggested that the application was a bridge between the present time and the hearing of the substantive application. It did not come within the meaning of Section 3 of the Act.

Mr. Hanlon said that he would grant four vehicles only, pending the hearing of the substantive application.

### LEYLANDS IN TURKEY

FOUR of the latest goods-vehicle chassis made by the Leyland Group and a complete single-deck bus with Danish bodywork, will be on show at the Izmir International Fair, in Turkey, from August 20-September 20. Two 12-ton Leyland Comets, two 14-ton Leyland Super Comets, and a 28-seat Albion Victor bus will be exhibited.

B4

## Owner-drivers Under Criticism

OWNER-DRIVERS of heavy vehicles have come in for some harsh criticism from Mr. Thomas Moore, Chief Constable of Nottingham. Operators of big fleets, on the other hand, have been given a pat on the back and Nottingham Road Safety Council have approved both!

Mr. Moore remarked on the two types of operator when he submitted to the council statistics compiled from a series of spot checks on heavy vehicles made in the city. To ensure that owners based outside Nottingham had their vehicles examined, too, the checkpoints were set up on University Boulevard, which carries trunk traffic to Birmingham and the West.

In all, 85 were halted and scrutinized, and more than half had defects of one sort or another, said the report. Four lorries were immediately made the subject of prohibition orders—all of them owner-driven. A further 38 vehicles had defects which took a few days to put right.

The Chief Constable said that he had found that owner-drivers were committing the worst offences. "It's not the big operators who are to blame." And the vehicle owners formed a good cross-section of the country.

### APRIL REGISTRATIONS DOWN

REGISTRATIONS of new commercial vehicles in April, at 23,710, were 7,509 fewer than in the preceding month. This was largely because of a 4,661 drop in the number of new goods vehicles. The total of new goods vehicles registered in January-April, at 79,369, however, was 18,217 higher than in the comparable period of 1959.

Details are given in the accompanying table.

NEW REGISTRATIONS, APRIL, 1960

Type	Petrol	Oil	Electric	April	Jan-Apr.
Hackneys .. .. .	112	634	—	746	2,591
Goods:					
Agricultural .. .. .	280	125	3	408	1,879
Showmen's .. .. .	—	—	—	—	2
Local Authorities (watering and cleansing) ..	2	17	1	20	67
Tower wagons .. .. .	—	1	—	1	19
Other goods .. .. .	12,185	5,247	145	17,577	77,402
<b>Total Goods .. .. .</b>	<b>12,467</b>	<b>5,390</b>	<b>149</b>	<b>18,006</b>	<b>79,369</b>
Exempt vehicles .. .. .	555	312	—	894	5,265
Tractors .. .. .	2	68	—	70	196
Agricultural engines (£2 class) ..	152	3,837	5	3,994	18,313
<b>Grand Totals .. .. .</b>	<b>13,288</b>	<b>10,241</b>	<b>181</b>	<b>23,710</b>	<b>105,734</b>

## Fines Not the End of the Matter

AFTER he was told that Messrs. P. N. Massey and L. Banfield, Stoke St. Michael, Somerset, had been fined a total of £53 during April and May, for licensing offences, Mr. S. W. Nelson, Western Licensing Authority, in considering an application from them, at Bristol, last week, said that it was wrong to say that the fines had ended the matter.

He then stated that he had grave doubts whether the applicants were fit and proper persons to hold a licence. But, he added, he would not take those offences into account in refusing the application for one additional vehicle of 7 tons 11 cwt., on B licence, to carry coke and timber within 125 miles.

Opposing the application for British Railways, Mr. A. Webb had said earlier that as no figures of earnings had been presented and no customer witnesses had appeared, he had no case to answer.

Mr. P. Massey, one of the applicants, had previously admitted that if a grant were made coal traffic would be gained at the expense of the railways.

Closing the hearing Mr. Nelson said that he intended to see that operators who worked to licence conditions were not prejudiced by those who paid little attention to those matters.

### NO LICENCE TO CARRY

AFTER pleading guilty to using two vehicles for hire and reward when no carrier's licence had been issued in respect of them, Messrs. David Birrell and Son, Crieff Road, Perth, motor engineers, were fined £5, at Perth Sheriff Court, on Monday.

On behalf of Birrell it was stated that the offence occurred in Perth, on May 29, when one of their vans had broken down. Sunday newspapers were being carried and another vehicle was brought into service.

### R.H.A. CONFERENCE BUSINESS

THERE will as usual be three business sessions at the annual conference of the Road Haulage Association at Blackpool from October 10-12. At least two of them will be occupied with resolutions. The form which the third session will take has not yet been decided.



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April	Jan.-Apr.
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08	1,879
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1	67
77	19
	77,402
06	79,369
94	5,265
70	196
94	18,313
710	105,734

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... DOOR OPEN



... FLOOR WINDOWS

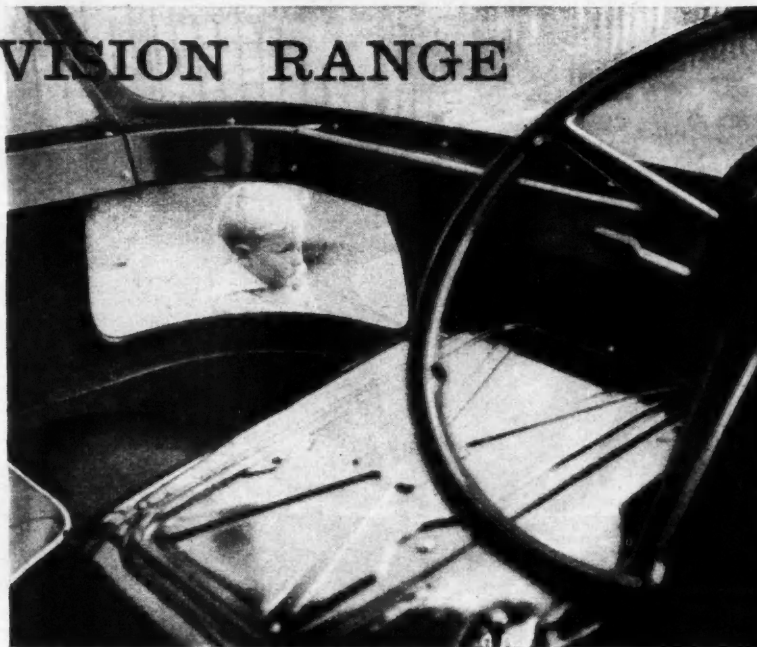


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Service in Europe.



In the Morris angle-planned cab the driver has all-round vision through swept screen, generous quarter lights, wide door-windows, broad rear window. Plus kerb-view floor windows. All making for safer driving, easier manoeuvring, quicker turn-round. Load-handling is easier thanks to low platform. There's extra safety, too, in the rear-hinged angled doors. Fully open they project only an inch or two beyond the vehicle line, cannot impede passing traffic or pedestrians. Moreover, they save effort in getting in and out, cut time on multi-call deliveries.

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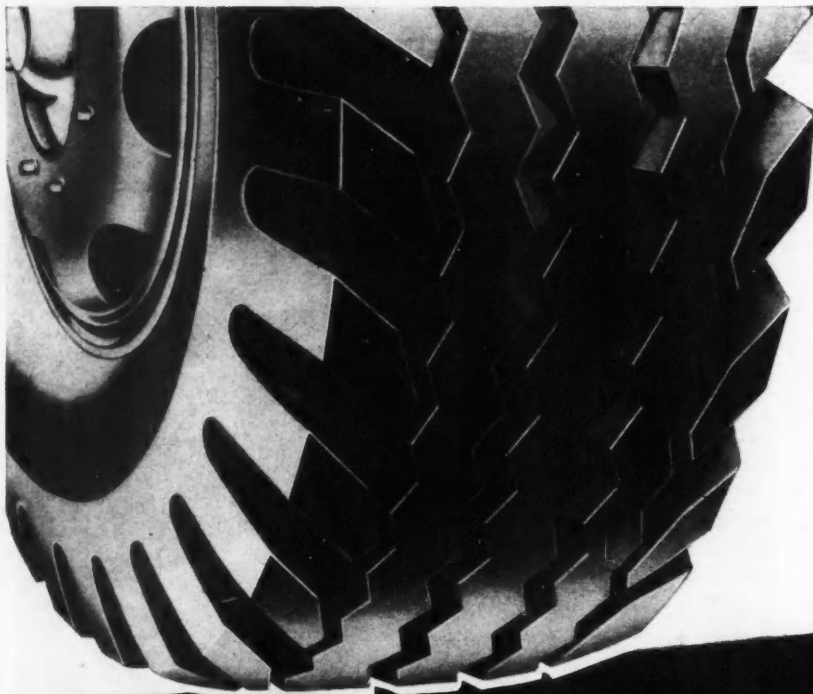
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## Dual-purpose ALL-TRACTION

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## Dual-purpose SUPER MILEAGE LUG



For rear wheel fitment. Outpulls and outlasts any tyre of its kind. Specially designed dual-purpose non-directional traction tyre for use where off-the-road service is frequent and severe. Power Bite Traction design, with cross grooves, heavy shoulder lugs and circumferential ribbing, gives maximum pulling-power and performance. Tension-Dried Gum-Dipped cord for super-strength body.

### EXPERIENCE COUNTS

45 Factories throughout the world.  
Firestone total sales exceed £1,000,000 per day.

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## Haulage

BECAUSE generally Marketing Board obtaining open carry this transport Anglesey farm North Western when he supplied H. R. Bulkeley Caernarvon, I.

Mr. J. Edwards stated that he had conditions on his vehicle of 4½ produce and milk and Liverpool limited to work one special-A-A-ing to capacity. Mr. T. Owen said that the from Mr. Bulkeley satisfactory, but he would requireing to Mr. Edwards that the Market

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In July, 1957, Davies, Beach obtained a licence user covering sought one vehicle mainly silica physical requisites Mona, Anglesey Cumberland and

Mr. Williams a serious matter stating under the was having full was not fully a the case and said applicant must licence condition

## Haulage Rates for Eggs Depressed

BECAUSE haulage rates for eggs were generally "cut to the bone," the Egg Marketing Board often had difficulty in obtaining operators who were willing to carry this traffic. Mr. W. Davies, an Anglesey farmer, told Mr. F. Williamson, North Western Licensing Authority, this when he supported an application by Mr. H. R. Bulkeley, Amlwch, Anglesey, at Caernarvon, last week.

Mr. J. Edward Jones, for the applicant, stated that he wanted to vary the conditions on his B licence in respect of one vehicle of 4½ tons to carry agricultural produce and requisites to the Manchester and Liverpool areas. At present he was limited to work in Anglesey. Already one special-A-licensed vehicle was operating to capacity on this work.

Mr. T. Owen, an agricultural merchant, said that the service he was receiving from Mr. Bulkeley was more or less satisfactory, but if his business expanded he would require further facilities. Replying to Mr. Edward Jones, he pointed out that the Marketing Board spent large

sums of money advertising fresh eggs. It was no good delivering eggs to shopkeepers when they were four days old.

It was impossible to obtain a regular delivery service as most hauliers were not interested in the work. The extension of the B licence applied for would help solve the problem.

Mr. L. Jolly, a representative of British Railways, who objected, said that they were interested in the animal feeding stuffs which would be included in the new conditions. At 21 stations throughout North Wales there were facilities for storing this commodity, and they were quite capable of coping with more. They were not interested in egg traffic, however. Mr. G. H. P. Beames, for the British Transport Commission, contended that the conditions should be stated in clearer terms, and preferably exclude feeding stuffs.

Mr. F. Williamson granted conditions to read: "carriage of livestock and eggs to Manchester and Liverpool with return loads for Mr. Tom Owen, Anglesey."

## One-third Increase in A-licence Fleet

A ONE-THIRD increase to an A-licensed fleet was granted by Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, at Leeds last week, when he awarded T. Conyers, Ltd., Thwaites, Keighley, Yorks, four extra vehicles on an existing licence covering 11 vehicles. Mr. Randolph said that as no private haulier had objected, he drew the inference that they were all well occupied.

The original hearing, in April, had been adjourned to enable Conyers to submit revised figures of earnings. Those produced then had not differentiated between the earnings of the company and those of an associate, Messrs. Walls Shipping.

Last week it was stated that during 1958, £25,000 of the applicant's earnings had come from Walls Shipping, and just over £1,000 represented work done for other customers. More than £13,000 had been paid to British Road Services for hiring, and over £21,000 to private sub-contractors, by Walls Shipping. In 1959, total earnings of Conyers were almost identical to those for 1958, but sub-contract payments by Walls Shipping had risen to £44,611.

Mr. Randolph accepted that facilities of the British Transport Commission would not be adversely affected. If anyone were affected it would be the private sub-contractors, but no objections had been forthcoming from them.

## Authority's Rebuke to Operator

A HOLYHEAD haulier received a stern warning from Mr. F. Williamson, North Western Licensing Authority, at Caernarvon, last week, when for the second time he appeared without the necessary figures to back his application to amend his normal user.

In July, 1957, the applicant, Mr. W. J. Davies, Beach Yard, Holyhead, had obtained a licence with a restricted normal user covering Anglesey. Last week he sought one vehicle of 3½ tons to carry mainly silica products, steel and agricultural requisites and fertilizers to and from Mona, Anglesey, to Cheshire, Lancashire, Cumberland and Durham.

Mr. Williamson pointed out that it was a serious matter if Mr. Davies was operating under the new normal user. He was having full benefit of something which was not fully authorized. He adjourned the case and said that in the meantime the applicant must operate within his old licence conditions.

For the British Transport Commission, who objected, Mr. G. H. P. Beames stated that when the case was eventually heard he would show that the B.T.C. had lost a substantial amount of traffic as a result of the wrongful employment of normal user.

The application is to be relisted, probably at Liverpool.

## LARNE-PRESTON SERVICE GETS THROUGH

MANNED by a crew consisting entirely of officers, the m.v. Ionic Ferry, operated by the Atlantic Steam Navigation Co., Ltd., carrying trailers, containers and other goods, arrived at Preston Dock on Sunday night.

It had been loaded at Larne and held up for five days as a result of the seamen's strike. The vessel left Preston Dock again on Monday night. Earlier that day more than 200 vehicles were on the docks at Preston awaiting shipment to Ireland.

## Happy to Leave Case to Mr. Nelson

ALTHOUGH British Railways formally objected to an application to vary an A licence by the addition of one vehicle of 5 tons 11 cwt., including a container of 1 ton 18 cwt., for mainly livestock within 150 miles, at Bristol last week, Mr. A. Webb, who represented them, said he was happy to leave the case in the hands of Mr. S. W. Nelson, Western Licensing Authority.

A grant was made after the applicants, L. Pike, Ltd., New Road, Wootton Bassett, produced figures which showed that revenue had increased from £10,853 to £12,914 during the year ended June, 1960.

In supporting the application, Mr. George Rumbold, manager, British Beef Corporation, said that Pike conveyed livestock from Swindon, Chippenham, Devizes and Melksham for delivery to markets in London, Staffordshire and Gloucester. The railways took livestock from Cornwall and South Wales and a grant would not affect the amount of rail traffic.

Mr. Arthur Hayden, manager, Shropshire Fat Stock Society, said that £781 had been paid to Pike during the three months ended June, 1960. This was for new business, which would increase in future.

## PAKISTAN ORDERS FOR LEYLAND

ORDERS for bus and lorry chassis worth over £150,000 have been received by Leyland Motors, Ltd., in three contracts from Pakistan. The Water and Power Development Authority has ordered a fleet of 48 Comet CS3.3R haulage chassis for work on various land development schemes. They will be powered by Leyland 100 b.h.p. oil engines, and have a gross rating of 12 tons.

Double-deck buses are called for by the Karachi Road Transport Corporation who have ordered 12 Leyland Titan PD3.6 models, powered by Leyland 125 b.h.p. oil engines and equipped with air brakes and two-pedal transmission. They will be shipped in completely knocked-down condition with M.C.W. 30-ft.-long 79-seat bodies.

The remaining contract, from the Pakistan International Airlines Corporation, calls for four Leyland Tiger Cub PSUC1.1 underfloor-engined bus chassis.

## BIG STEP IN BUS ADVERTISING

PRESENTING a paper to the International Congress of Outdoor Advertising at Toronto last week, Mr. J. H. Brebner, public relations adviser to the British Transport Commission, was able to claim that his department included the biggest outdoor and transport advertising concern in the world.

He said he had established the Commission's commercial advertising service in 1947. Today it was in the forefront of technical development. Fluorescent lighting of bus advertisement panels was the biggest change in transport advertising since the days of the horse-drawn coach.



# MUST AWARDS WAIT FOR APPEAL DECISION

## South Wales Commissioners Asked to Defer Ruling on Multiple Fares Applications

**B**ECAUSE the Minister of Transport had not given his decision on the appeals lodged last year by the local authorities against fare awards made to South Wales bus companies the South Wales Traffic Commissioners were asked to reserve decision on the multiple fares applications presented to them at Pontypridd, on Monday.

Applications for increases throughout the country have continued to be granted by Traffic Commissioners. Amongst grants made are those to East Kent Road Car Co., Ltd.; Thames Valley Traction Co., Ltd.; United Counties Omnibus Co., Ltd. and Birmingham and Midland Motor Omnibus Co., Ltd.

Applications were made at Pontypridd by the Western Welsh Omnibus Co., Ltd.; Rhondda Transport Co., Ltd.; United Welsh Services, Ltd.; Red and White Services, Ltd.; South Wales Transport Co., Ltd., and J. James and Sons, Ltd.

Mr. Geoffrey Hocking, clerk to the Llantrisant Rural District Council, representing 42 local authorities, who objected, asked Mr. Idris Owen, chairman, for decision to be reserved until after the Minister had given the result of an earlier appeal.

He said that he did not intend to call witnesses because in this particular instance they would not oppose the applications if the increases were designed solely to balance a wage award. But, he added: "There is no weakening in the resolve of the local authorities to oppose strongly any future attempts to increase fares above a reasonable level."

Mr. F. A. Stockdale, for the companies, emphasized that the increases were sought only to recover the bulk of expenditure incurred as a result of wage increases, which became effective in May. He strongly objected to the suggestion that decision on the present applications should be reserved. "This is not a case which should be delayed out of respect for the Minister's decision," he declared.

### "Catastrophic Effects"

The Commissioners were being asked to deal with a situation which would have catastrophic effects on the affairs of the Western Welsh company if not remedied at once, he said. In the case of this company, added costs which would total £205,100 in a full year were faced. Of this figure increased wages would account for £197,400.

The application, which sought to adjust the fares structure of stage and express services and excursions, would produce a net £207,500 per year and give a yield of 8.86 per cent. on the capital of £2,264,697 employed. If the application were refused a yield of only 1.29 per cent. could be expected.

The company proposed to introduce five new single fares which would affect some 345 services. They proposed to withdraw weekly tickets where the new adult fare was less than 9d. They also advocated that monthly and quarterly season tickets, where the adult fare was less than 1s. 1d., should not be issued.

They believed that the gap between added costs and extra revenue this year of £171,548, if the increases were granted, could be bridged by further economies. One-man operation would save £10,000 and a further £4,000 would be saved when the bridge on the Cardiff-Penarth road had been completed to allow the use of double-deckers.

The case was scheduled to continue throughout this week.

### Children's Services Costly

The "appalling" cost to the Thames Valley Traction Co., Ltd., of carrying children to and from school at peak periods was outlined to the South Eastern Traffic Commissioners, at Reading last week, by Mr. John Stevenson, traffic manager, when the company sought a revision of fares designed to produce £97,000 of the £116,800, which the recent wages and hours awards will cost the company.

A 10 per cent. reduction in the mileage scale, a rounding-off of children's half fares to the nearest penny above and a change in the minimum stage from 3d. to 4d., for which season tickets would be issued, were applied for. In addition it was proposed to transfer seven remaining routes from a "sub-standard" scale to the general scale and increase season ticket rates, for scholars aged 15-18, from half the adult rate to two-thirds.

An objection to the scholars' season proposal was maintained by Berkshire County Council and seven urban or rural district councils, but objections to the application as a whole, which had been lodged by several authorities, were withdrawn.

Dealing with the objection, Mr. Stevenson said: "We feel that to ask for one-sixth more from these season tickets is a very modest request bearing in mind the appalling cost to the company of carrying this class of traffic."

Efforts to obtain staggering of school hours had met with little success, he said. Only two schools in the entire territory had staggered hours after being told that the company had reached the end of its resources. Local authorities did not favour children being carried under contract at an economic rate, as it would cost them a great deal more than paying for the scholars' season tickets, he alleged.

Asked if they had considered every possible source of revenue, Mr. Stevenson said of private hire: "Jungle law dominates that." Excursion and tour work was a declining side of their business, he added. Express operation would be the subject of a separate fares application which they hoped would produce another £67,000 a year.

Some 32 per cent. of their mileage was unremunerative. Their policy had always been to preserve services, and, in fact, they had yet to surrender a single licence. So far as possible that policy would continue.

### Thames Valley Succeed

Granting the revision as applied for, Mr. H. J. Thom, chairman, said the Commissioners had no hesitation in saying that the money was required. They considered that the extra burden on scholars' season fares was not unwarrantably high. The Government had said that education authorities should bear the cost of scholars' travel and therefore that burden should not be laid in part on the rest of the travelling public.

The new rates came into effect today. The South Eastern Traffic Commissioners, at Canterbury on Monday, granted an application to increase fares by the East Kent Road Car Co., Ltd., after objections lodged by local authorities had been withdrawn.

The application was made on the ground that the recent wage award would cost the company £128,000 in a full year. Mr. Thom said that the company were asking the travelling public to contribute only £92,000 of that amount. No fare would be increased by more than 2d.

### United Counties' Rise

Fares will be increased by the United Counties Omnibus Co., Ltd., following the grant of an application by the East Midland and Eastern Traffic Commissioners, at Northampton last week.

The company's representative, Mr. W. R. Hargrave, said that the recent wage award would cost about £160,000 a year, but they expected to recover £105,000 as a result of increased fares. They proposed to absorb the balance. Nobody, he said, would have to pay more than 1d. extra for a single journey, subject to taking a return, weekly or season ticket.

For purchasing vehicles out of revenue, reducing the minimum fare from 2½d. to 2d. and effecting economies of £16,500 by the operation of one-man buses, the Huddersfield Joint Omnibus Committee were congratulated by Maj. F. S. Eastwood, chairman, Yorkshire Traffic Commissioners, when he granted the undertaking a fares increase, at Leeds, last week.

He also praised trade union officials for the part they had played in helping to effect economies. Without their help the undertaking could not have operated

the one-man said.

The minimum Newcastle upment will be grant made Commission pennies have the fares tabl

Leeds Tran agreed with Transport De jointly operat cities should

Application been made b ment and Uni Ltd., to the sioners. Sing scholars' term amendment.

The annual Joint Omnib £2,000 below fares increas Commissioner Monday. T administered and the Briti were granted increases.

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### DOUBLE-DECKER POSITION

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Mr. G. Pear of North West was no object stabulary, bu thought that t regarding bend hump-backed

Mr. F. Willi double-deck ve single-deckers running now o said he would giving decision



## PEAL DECISION?

the one-man buses so successfully, he said.

The minimum fare on vehicles of Newcastle upon Tyne Transport Department will become 2d. as a result of a grant made by the Northern Traffic Commissioners last week. All half-pennies have also been removed from the fares table.

Leeds Transport Committee has disagreed with a proposal from Bradford Transport Department that bus fares on jointly operated services between the two cities should be increased.

Applications for fares revisions have been made by Luton Transport Department and United Counties Omnibus Co., Ltd., to the Eastern Traffic Commissioners. Single fares, weekly tickets and scholars' term tickets are listed for amendment.

The annual surplus of Todmorden Joint Omnibus Committee had fallen £2,000 below expectations after the last fares increase, the Yorkshire Traffic Commissioners were told, at Leeds, on Monday. The undertaking, jointly administered by Todmorden Corporation and the British Transport Commission, were granted their application for fares increases.

Maj. F. S. Eastwood, chairman, commented that the application was a very modest one, particularly having regard to the undertaking's bus replacement programme, and the cost to the undertaking of the wages and hours award, which was estimated to total £8,500 a year.

### DOUBLE-DECKERS MIGHT BE DANGEROUS—TOWN CLERK

**O**PPPOSITION to proposals of the North Western Road Car Co., Ltd., to replace single-deckers with double-deckers on the Sharston-Altrincham route, was voiced by the town clerk of Altrincham at Manchester on Monday. Double-deckers might prove dangerous on the route, he told the North Western Traffic Commissioners.

Mr. W. Woolley, traffic assistant of North Western, said that until now single-deck vehicles had operated the service, which was mainly for workpeople in engineering industries. The introduction of a shorter working week for these people meant that the necessary travelling facilities could be provided only by double-deck buses. It would mean a 50 per cent. saving of vehicles, represent 1,800 fewer miles covered and 1,750 staff-hours saved.

Mr. G. Pearson, an assistant engineer of North Western, pointed out that there was no objection by the Cheshire Constabulary, but the borough council thought that there would be difficulties regarding bends in the road and several hump-backed bridges.

Mr. F. Williamson, chairman, said that double-deck vehicles were no wider than single-deckers and for every two vehicles running now one could be operated. He said he would inspect the route before giving decision.

## B.M.M.O. Refused a Separate Scale for Country Bus Services

**I**N the face of a possible solution of the problem of rural bus operation being found by the Jack Committee, the separate fares scale for rural services, sought by the Birmingham and Midland Motor Omnibus Co., Ltd. (*The Commercial Motor*, last week) has been refused. In a reserved decision, issued jointly last week, the East and West Midland Traffic Commissioners declared that since the Jack Committee might arrive at a solution which could be applied on a national basis they would not authorize a special scale for rural fares.

The Commissioners concluded that additional revenue sought was, in the main, required, but they were concerned about the application to introduce separate mileage scales for urban and rural fares. They accepted the company's argument that rural services were almost completely unremunerative and that they had for many years been cross-subsidized mainly by urban services.

They decided that the urban scale should apply to all fares, and with that qualification the application was granted in full. The effect would be that the company's expected revenue as a result of the revision, would be reduced by some £37,000.

It was decided that the protection afforded to the Birmingham Transport Department should be generally maintained but not increased. Fares for journeys wholly within the boundary of

the city would remain unchanged unless the mileage justified an increase on the basis of the present grant.

The effective date of the revised fares is yet to be announced. The Commissioners noted that the general application did not seek to meet the full amount of additional expenditure which resulted from wage increases. Revised agreements with certain local authorities would give the company additional revenue of £105,000 per year.

In the cases of Dudley and Worcester the old arrangement, whereby the company received an amount to operate services and revenue went to the authorities, had been displaced. In future the company would take all revenue and pay the authorities a fixed sum. In the cases of Smethwick, Oldbury, Rowley Regis and Tipton, the amounts to be paid to the company had been increased.

## Fine Weather Had Twofold Effect

**A**LTHOUGH the result of last year's working was not satisfactory, the excellent summer of 1959 had had a twofold effect on Maidstone and District Motor Services, Ltd., said Mr. R. P. Beddow, chairman, at Maidstone last week.

The fine weather had encouraged the ever-growing use of private cars, which resulted in passenger abstraction and increased pressure on an inadequate road system. This made it difficult to operate vehicles efficiently and to time.

The introduction of a shorter working week in more industries had created a further operating problem. The practice had reduced the working of a large part of the fleet to a five-day week. The absence of staggered hours had also

necessitated the introduction of relief vehicles for a short time only in the evenings.

The company's latest economy measures aimed at a reduction in fleet strength. The latest efforts were directed towards 78-seat double-deck vehicles and dual-purpose 40-seat one-man-operated single-deckers, said Mr. Beddow.

Although the scheme to replace trolley-buses by oil-engined buses in the Hastings-Bexhill area had encountered teething troubles in the initial stages, it had settled down to smooth working during the past year, it was reported.

During the same period £500,000 had been spent on new rolling stock, properties and plant. Delivery had been taken of 104 new vehicles.

## Jack Committee's Report Shortly

**T**HE report of the Jack Committee into rural bus transport problems is expected to be in the hands of Mr. Ernest Marples, Minister of Transport, in the autumn, writes our Parliamentary correspondent. This information was given in a reply the Minister made to a question put to him in the House of Commons last week.

Mr. C. F. Grey (Lab., Durham) was told that the effect upon roads of restrictions on Government expenditure was under consideration, but that it was too early to state its extent.

Mr. Marples told Mr. Robert Cooke (Cons., Bristol West) that a suggestion

that annoyance and inconvenience should be added to the punishable offences in relation to the emission of smoke and fumes by vehicles had been under consideration with the police.

The Minister added that he would continue to examine all ways of dealing with this nuisance.

Orders approved by Parliament last week extended powers to install parking meters to local authorities in 15 more places. Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, said that traffic was moving "rather more quickly" where meters had been introduced.

## Tanker Driver Wins Oxford Contest

**D**RIVING an A.E.C. eight-wheeled tanker in the Mobilgas colours for H.C.P.P., Ltd., Oxford, F. Farmer was declared the outright winner of the Oxford round of the Lorry Driver of the Year Competition at Witney on Sunday. He also won Class E (2), and led his team to victory.

This year, the Oxford round attracted some 130 entries, by no means all of them from local operators. Competitors from as far away as Southampton, Gloucester and London flocked after a night of heavy rain at the new Kidlington roundabout for the start of the road section.

It was here that the event first ran into difficulties. There was mud in large quantities, so that the organizers were obliged to lay sleepers on the soft shoulders. One of these broke a competitor's propeller shaft. At least one low-loader had trouble getting off a sandbank, and the concourse of vehicles drove an earnest official to a degree of frenzy.

Things were about half an hour late getting going, but thereafter proceeded with smoothness. In due time the convoy appeared at the car park of Smith's Motor Accessories works. The three tests were well laid out, with room to spare, and the classes were dealt with expeditiously enough.

Results were delayed, however, by a large number of drivers who had escaped the Highway Code test at the start. Although arrangements existed for testing them at Witney, it was not easy to locate the right men.

On the whole, the standard of driving throughout was high. It was perhaps the Highway Code that created most of the trouble: not a single competitor came through the test without loss of marks, varying from 10 to the maximum of 50.

The Oxford authorized version was a written test, in which competitors were asked to delete the "wrong" answers. There seem to have been occasions

*S.A.C. George (R.A.F., Bicester), who drove a Bedford military vehicle, was one of the only two class winners who lost no marks on the road section.*

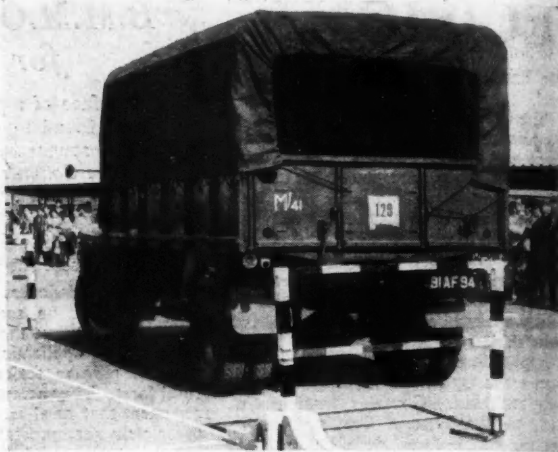
where they deleted all, or some, of the "right" answers as well.

The honour of scoring the lowest penalty total went to J. Goldspink, driving a Class D Foden rigid tanker for Shell-Mex and B.P., Ltd. He scored an impressive 56, losing 10 in the Highway Code test, one only in the kerb-parking and 40 between the remaining two tests.

Farmer's total was 58, in spite of 10 lost on the Code and seven on the road section. Another impressive performance was that of R. Sykes, driving an Austin for B.R.S., Oxford, in Class F (2). He scored 68, of which 32 points were lost in the third test and the loading-bay manoeuvre.

Among the class leaders, only B. Absolom (Bedford boxvan of Caversham Haulage), managed the kerb-parking without loss of marks. He did well in the other two tests, too, but was 57 points to the bad after the Code and the road section.

The only class winners who completed the road section unpunished were C. Simonds (B.R.S., Oxford, A.E.C.), with a total of 83 in Class G, and S.A.C. George (R.A.F., Bicester, Bedford), who won Class I with 108 points.



B16

Towards the end of the proceedings, things were enlivened by a resounding bang as a handsome insulated articulated ice-cream vehicle bent the radiator grille of a British Road Services A.E.C. And then the rains came, sweeping across the car park in a high wind, making life more difficult than ever for the last dozen or so drivers and the stalwart marshals.

The Mobilgas team of Farmer, F. Foreman and J. Greening, driving A.E.C. tankers for H.C.P.P., Ltd., won the team award with a total of 251 points. The T.R.T.A. award for the best-maintained C-licence vehicle went to K. Hilsden (Bedford), of Shell-Mex and B.P., Ltd.

### RESULTS

**Class B-15-19 ft:** 1.—A. Stanley (Amey's Aggregates), Thames, 86½; penalty points; 2.—C. Payne (S.P.D., Ltd.), Thames, 95½; 3.—J. Jackson (Amey's Aggregates), Morris, 102½.

**Class C-19-22 ft:** 1.—B. Huckin (Premix Concrete, Ltd.), Austin, 75; 2.—H. Forner (J. O. Gury, Ltd.), Dodge, 85½; 3.—S. Jenkins (Tate and Lyle, Ltd.), Bedford, 87½.

**Class D-22-25 ft:** 1.—J. Goldspink (Shell-Mex and B.P., Ltd.), Foden, 56; 2.—L. Buckingham (Southern Electricity Board, Newbury), Austin, 67½; 3.—R. Carter (B.R.S., Oxford), Commer, 78.

**Class E (1)—Over 25 ft., two axles:** 1.—B. Absolom (Caversham Haulage, Ltd.), Bedford, 118; 2.—F. Weller (B.R.S., Swindon), Commer, 134½; 3.—D. Fortescue (B.R.S., Swindon), Commer, 207½.

**Class E (2)—Over 25 ft., more than two axles:** 1.—F. Farmer (H.C.P.P., Ltd.), A.E.C., 58; 2.—D. Benton (Shell-Mex and B.P., Ltd.), A.E.C., 79; 3.—F. Foreman (H.C.P.P., Ltd.), 83½.

**Class F (1)—Articulated, tractor under 3 tons, semi-trailer under 22 ft.:** 1.—J. Hollingworth (Belling and Co., Ltd.), Seddon, 140½; 2.—B. Saunders (Tate and Lyle, Ltd.), Bedford, 154½; 3.—R. Thorne (B.R.S., Swindon), Austin, 194.

**Class F (2)—Articulated, tractor under 3 tons, semi-trailer 22-27 ft.:** 1.—R. Sykes (B.R.S., Oxford), Austin, 68; 2.—E. McCudden (B.R.S., Reading), B.M.C., 123½; 3.—A. J. Sheehan (Tate and Lyle, Ltd.), Bedford, 129½.

**Class G—Articulated, tractor over 3 tons, semi-trailer up to 27 ft.:** 1.—C. Simonds (B.R.S., Oxford), A.E.C., 83; 2.—H. Russell (T. Wall and Sons, Ltd.), Bedford, 106; 3.—S. Walker (T. Wall and Sons, Ltd.), Bedford, 134½.

**Class H—Articulated, tractor any weight, semi-trailer more than 27 ft.:** 1.—L. Luce (R.A.F., Lyneham), Bedford, 186; 2.—A. Chandler (B.R.S., Reading), Leyland, 203; 3.—C. Scammell (Vehicle Hire Co., Ltd.), Leyland, 226.

**Class I—Standard rigid military land carrier, 19-22 ft.:** 1.—S.A.C. George (R.A.F., Bicester), Bedford, 108; 2.—L/Cpl. Cassettari (129 Inf. Workshops, R.E.M.E.), Bedford, 255½; 3.—W.O. Brown (129 Inf. Workshops, R.E.M.E.), Thames, 270½.

*J. Hollingworth (Belling and Co., Ltd.) did well to win Class F (1) in his Seddon articulated boxvan, because of the restricted rearward visibility imposed by this type of vehicle.*

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He won Class D*

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Ignoring the writing on the wall, D. Roberts (Michelin Tyre Co., Ltd.) places his Bedford van well in the "loading bay." He won Class D with the loss of 49 points.

ONLY 19 points were lost by R. McBean Elliot, of Jas. Stone and Son, Ltd., who drove a Morris in Class A in the Stoke-on-Trent round of the Lorry Driver of the Year Competition last Sunday. In contrast, G. W. Cope (John Joule and Sons, Ltd., Thornycroft) the winner of Class E(1), was debited with 246 penalty marks, and the loss of 497 points was sufficient to qualify another contestant in this class for third place.

McBean seemed to be unhurried, but his times for the tests were well below the average for the smaller vehicles. In the parking test, he placed his vehicle at a wide angle to the kerb in preparation



## Stoke Winner Drops 19 Points

for reversing, and backed into the barrier space almost on full lock. This was a highly effective manoeuvre.

Keen competition between the 13 teams taking part resulted in a close finish between one of the two entered by S.P.D., Ltd., and that of Ind Coope, Ltd., respective points being 213 and 231. Pease Transport, Ltd., entered three teams, and all the vehicles were in show-room condition. One of the teams gained third place with the loss of 313 points.

In the width-judging test, a surprising number of drivers elected to take their vehicles through a gap narrower than was physically possible. Acting on the principle that the impossible was indeed impossible, the marshals immediately disqualified them.

Highest consistency in the loading-bay test was accorded to the drivers of the Queen Mary vehicles. In most instances they backed their outfits to within 3 in. of the barrier.

About eight out of 10 of the marshals, who were members of the British Motor Racing Marshals Club, had officiated the day before at the British Grand Prix



Ald. Gordon Dale, Lord Mayor of Stoke, presenting the cup for the day's best performance to R. McBean Elliot, of Jas. Stone and Son, Ltd.

race at Silverstone. Their enthusiastic praise for the more skilful competitors at Stoke amounted to an appreciation of artistic merit.

Awards were presented by Ald. Gordon Dale, Lord Mayor of Stoke. He stressed

the importance of good maintenance, and announced that a thorough maintenance test would be included in the competition next year, following the appointment of technical experts to draw up the rules. Inspection pits are to be provided.

If he had noticed an articulated vehicle with its semi-trailer vacuum pipes disconnected, he might have taken an even stronger line on this subject.

There were no competitors in Class F(1). McBean Elliot was given a special cup for his best performance of the day, but there was a lengthy debate on whether the points system should have been the basis of this award. As well as the team prize, won by S.P.D., Ltd., there was another for Stoke area contestants. This was won by Birkett and Roberts, Ltd.

### RESULTS

Class A—up to 15 ft. 1.—R. McBean Elliot (Jas. Stone and Son, Ltd., Morris), 19 penalty points. 2.—J. M. Wright (Messrs. John M. Wright, Thames), 44. 3.—L. E. Stocker (Brassington Fruiters, Ltd., Bedford), 60.

Class B—15-19 ft. 1.—R. Davies (Michelin Tyre Co., Ltd., Morris), 63. 2.—F. W. Buckley (North Staffs Merchants, Ltd., Morris), 84. 3.—L. R. Frost (Stoke-on-Trent Surveyor's Department, Bedford), 110.

Class C—19-22 ft. 1.—J. C. Martindale (Pease Transport, Ltd., Guy), 43. 2.—G. F. Shurmer (Cotton Bros. (Longton), Ltd., Thames), 65. 3.—J. Williams (S.P.D., Ltd., Austin), 74.

Class D—22-25 ft. 1.—D. Roberts (Michelin Tyre Co., Ltd., Bedford), 49. 2.—R. Scrivens (S.P.D., Ltd., Thames), 52, tying with M. Murlin (Adams Butter, Ltd., Bedford).

Class E(1)—over 25 ft., two axles: 1.—F. Hawkins (John Joule and Sons, Ltd., Thornycroft), 246. 2.—G. W. Cope (John Joule and Sons, Ltd., Thornycroft), 355. 3.—H. Flott (Horsley Removals, Ltd., Morris), 497.

Class E(2)—over 25 ft., more than two axles: 1.—D. Bradshaw (Petrofina (Great Britain), Ltd., A.E.C.), 25. 2.—W. H. Clarke (Ind Coope, Ltd., E.R.F.), 55. 3.—B. Stacey (Ind Coope, Ltd., E.R.F.), 86.

Class F(2)—Articulated, tractor over 3 tons, semi-trailer 22-27 ft.: 1.—G. Capper (Pease Transport, Ltd., Bedford), 158. 2.—L. Johnson (Simplex Electric Co., Ltd., Thames), 284. 3.—A. Williams (Simplex Electric Co., Ltd., Thames), 761.

Class G—Articulated, tractor over 3 tons, semi-trailer up to 27 ft.: 1.—H. Ward (Shell-Mex and B.P., Ltd., Leyland), 70. 2.—G. Wilson (Ind Coope, Ltd., Leyland), 83. 3.—B. J. Wright (Pease Transport, Ltd., Guy), 97.

Class H—Articulated, tractor any weight, semi-trailer more than 27 ft.: 1.—G. Bailey (Adams Butter, Ltd., A.E.C.), 140. 2.—G. Gallagher (Royal Air Force, Bedford), 241. 3.—P. Edwards (Royal Air Force, Bedford), 325.

F. Hawkins (John Joule and Sons, Ltd.) manoeuvring his Thornycroft in the second test. He won Class E(1), although he scored 246 penalty points.

B11







*Delivery in bulk is made to customers by a 2,000-gallon stainless-steel tanker. In this picture it is shown with an Albion tractor.*

facturers, Cidona concentrate, which is supplied in 10-gallon polythene bottles to mineral-water makers, and champagne cider in quart and half-bottle sizes, which are carried singly and in two- and three-bottle packs. Bottling and distribution of Dry Fly Sherry are also undertaken and chilled carbonate cider is moved in bulk by tanker to wholesale bottlers.

In common with all businesses which deal with bottled goods, the problem of empties has always to be faced. For this reason lorries, trailers, and articulated units are favoured because the additional body space enables the carriage of more empties on return journeys. This reduces the

**T**HE distribution of a commodity for which there is a highly seasonal demand over an extensive but thinly populated area calls for close attention to transport planning. Such conditions apply to the operations of Bulmers, Ltd., an independent Irish company producing cider and associated products at Clonmel, Co. Tipperary, who distribute throughout the 26 Counties.

Ireland is rarely associated with cider but it is significant that the name of Clonmel is derived from Cluain Meala, the Honey Meadow. Extensive orchards abound in the area and until just before the past war cider-making was a domestic art. Many farmers had their own cider presses, although mobile presses were available for hire.

#### Local Link

Bulmers started operations at Clonmel in 1937 when they linked with a local manufacturer. At the outset distribution was predominantly local but public carriers were used for delivery farther afield. Good progress was made but the outbreak of war prevented expansion.

After the war the company expanded rapidly, with the result that they now employ more than 200 people. To cater for their own specialized requirements Bulmers have built up a fleet of 18 prime movers and 10 semi-trailers. Most of the vehicles are of the platform type, as these have proved most suitable for all-round delivery duties.

With Irish road tax at a high level, every effort has been made to keep body weights at a minimum. Consequently in a number of cases alloy

bodywork, designed and manufactured by Abbotts (Walsall), Ltd., and assembled in Dublin, has been employed. As a point of interest the annual taxation rate is £70 for a vehicle with an unladen weight not exceeding 3 tons, and £285 for one up to 7 tons.

Most of Bulmers' products are transported in bottles. Woodpecker cider and the non-alcoholic Cidona are packed in flagons and half-pints and then crated. Godwin Champagne Perry is made from fresh pear juice, which arrives at the Irish port in Continental maritime containers. It is sent out in baby bottles.

Other commodities handled are Pexicon, in bottles, for domestic jam making, Pectin in bulk for jam manu-

need for special trips to clear empties from customers' premises at busy times.

The gradual build-up of production and the difficulty of obtaining suitable vehicles soon after the war resulted in a number of changes in the fleet, but expansion over the past four years has been dealt with by Mr. P. J. Darmody, transport manager, who previously had long experience with C  ras Iompair Eireann.

Vehicles are now mainly in the heavy class and include eight Leylands with Beaver and Octopus chassis, Austin general-purpose types, and Albion and Bedford articulated units. Heavy vehicles in the fleet total 15, and there are also Thames and Volkswagen vans.



*The same tanker as seen above, which is of Scammell manufacture, is hauled also by a Bedford prime mover.*

B12

## Cider Distribution Dem

*Bulmers' Planned Seasonal Little*

*By A*

Because the orders vary greatly, the ability of open runs vary from use is made of by the somewhat maintained of receives large goods and from delivered, us Austins or a

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*The driver of drawbar trailer prior to leaving*



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*Fresh pear juice, packed in maritime containers, arrives at Waterford from the Continent. It is taken to Clonmel for bottling.*

drivers working excessive hours. The normal working week for driving staff is 48 hours, with a limit of 57 hours in any one week. Overtime work is not paid for, as the men take the appropriate time off in lieu.

Peak demands are frequently beyond the capability of the fleet and then assistance is sought from C.I.E. road services. On these occasions it is not merely a matter of off-loading a few small consignments. Complete loads are put out and at times of extreme pressure C.I.E. have provided a dozen or more large vehicles to meet the Bulmers demand.

A couple of years ago new legislation gave the Irish state transport undertaking far greater freedom than was previously enjoyed. Now it has absolute autonomy in the matter of rates, and the former statutory obligation to replace discontinued rail services by suitable road facilities was removed. The result has been a more vital organization with a keener competitive spirit.

As most deliveries are made to wholesalers, loading and unloading—with one exception in Dublin—are performed manually. One Conveyancer fork-lift truck is now employed at Clonmel, but it seems likely that mechanical handling will be extended there. The problems of handling can readily be appreciated when it is realized that a full load for a Leyland Beaver and trailer might amount to 1,700 dozen half-pint bottles or 500 dozen flagons.

On an extensive farm where cider apples are grown, about three miles from Clonmel, additional storage space is available for housing vast quantities of empties. The trailers

*Bulmers' Clonmel Fleet,  
Planned to Meet Heavy  
Seasonal Fluctuations, has  
Little Light Running*

**By Ashley Taylor,  
A.M.I.R.T.E.**

Because the size and frequency of orders vary greatly, there is no possibility of operating scheduled services. Runs vary from day to day and full use is made of the flexibility provided by the somewhat mixed fleet. A depot maintained on the outskirts of Dublin receives large deliveries of bottled goods and from there local orders are delivered, usually by two of the Austins or a Leyland.

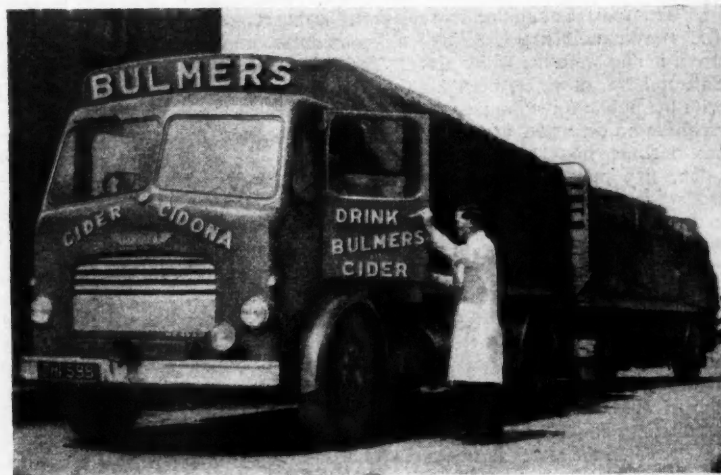
Owing to the great difference between summer and winter traffic the fleet must be run hard during the warmer months to ensure economic operation and a reasonable annual mileage. Because conditions are so different from those in England, the shunt-driver system is practically non-existent. However, Mr. Darmody has devised a driver interchange plan which ensures the most intensive use of the fleet during the peak period.

A driver, appointed to reside in the north-west of Ireland, has been supplied with a car to enable him to meet a vehicle running on night service from Clonmel. Because he has

his own transport he can make the changeover at any suitable point, irrespective of the route being worked by the trunk vehicle.

The night driver arrives at the interchange point early in the morning and sleeps during the day. Meanwhile, the "floating" driver takes over the deliveries and returns the vehicle to the trunk man for the journey back to Clonmel. This reduces a three-or-four-day run to 36 hours and makes the unit available for a one-day run starting from headquarters on the morning of its arrival.

Continuity is maintained by sending out another trunk vehicle to the north-west while the first one is on the return journey. In this way it has been possible to obtain 1,800 miles from a 16-ton unit in one week without



*The driver of this Leyland Beaver and drawbar trailer accepts delivery dockets prior to leaving Clonmel for his run to the north-west.*

*A load of 500 crates, each containing one dozen flagons of cider, is loaded on this Leyland Octopus at Clonmel.*

mentioned earlier serve as farm transport and carry empties between the farm and headquarters. Motive power is provided by two tractors of Ferguson and David Brown manufacture.

For the delivery of cider in bulk a Scammell 2,000-gal. stainless-steel tanker, hauled by either a Bedford or Albion tractor, is employed. Bulk movement between the Bulmer plants, however, is carried out by a 1933 Leyland WLW 4 Retriever, which was purchased as British Army surplus in 1946. It has since had five body changes for operational or taxation reasons. The most recent modification has brought it to single rear-axle form with a 1,000-gallon tank, but the original engine, as delivered to the Army remains.

The workshops at Clonmel are in the charge of a foreman, Mr. Tom Meaney, who is assisted by two mechanics. Each driver is provided with a vehicle defect book in which to record suspected troubles. Such items receive attention the following day if the vehicle is not scheduled for duty, but in busy periods every endeavour is made to rectify troubles overnight.

Except during busy periods all vehicles are greased every two or three weeks. Every 6,000-7,000 miles they are withdrawn for a full check-over, which includes changing the oil-filter element. Drivers are responsible for periodic washing. Extensive overhauls are carried out during the off-season, each unit in the fleet being given a



light dock during the winter. After three or four years' running each vehicle receives a full heavy dock.

Every driver is furnished with a daily driving sheet on which he records meal breaks, mileage, weight carried and the number of calls made. Official records are completed from these forms. Details of fuel and oil consumption are obtained directly from the pump-readings of the fleet's petrol and oil fuel installation or from invoices when fuel is obtained on the road.

Because empties are collected from practically every delivery point the vehicles do little light running. This is reflected in some of the figures

quoted for fuel consumption. Over a four-year period one Beaver and trailer unit has shown figures of 8.1, 9.65, and 9.2 m.p.g. A Beaver and trailer employed largely on long-distance work has returned 7.6, 8.8, 8.9, and 9.1 m.p.g., and corresponding figures for a Comet 90 are 14.6, 13.46, 13.2, and 13.6.

The workshops are equipped with a Black and Decker valve bay, torque spanners, inspection pit, and a hydraulic lift for cars. Some 13 cars are maintained in addition to the transport fleet. Apart from being responsible for all maintenance, the workshop staff also build all the timber bodies required by the fleet.

## Letters to the Editor

**Y**OUR issue of July 1 reports a decision by South Shields Transport Committee to replace trolleybuses on the Ridgeway-Lawe route—seemingly a commonplace move in itself, if that were the whole story. Trolleybuses in South Shields have, however, been both profitable and popular with the public for a number of years, despite which there has been no extension, and replacements have been met by cast-off buses bought from other undertakings.

The first move was a proposal to replace the coastal trolleybus route to Marsden, because, it was stated, the salt in the atmosphere caused excessive wear on the overhead wires. Apparently oblivious of the fact that trams and trolleybuses have operated in seaside resorts under identical conditions without obvious difficulty for the past 60 years, the council swallowed this silly pretext and diesel buses were put on. Presumably encouraged by this first success, the transport committee next proposed the total abolition of trolleybuses, but this time the recommendation was thrown out, because, it was stated, the trolleybuses were popular, profitable and did not cause air pollution.

After a lull, the attack has been renewed, this time because the provision of a new traffic island will necessitate the

## Tell Us the Truth

purchase of "additional costly overhead equipment." This, in fact, involves buying a few traction poles, re-siting some at preset in use, and purchasing some overhead fittings and wire, all of which, if not on hand, are readily available second-hand. The council are asked to believe that it would be more economic to scrap several miles of good overhead equipment erected since the war, and a fleet of trolleybuses as well, rather than spend a small sum on additional equipment.

It would be interesting to know the reasons for this determination to abolish an efficient and popular means of transport, and what efforts the Electricity Authority has made to retain the traction load. Trolleybuses, it has been said by a prominent transport manager, are more trouble to run than diesel buses in some circumstances, but are well worth it. If this is so, there must be some compensating factor, and this might well be a tariff sufficiently attractive to encourage retention and extension of trolleybuses. The oil industry has nothing to learn in the art of good sales technique, and this factor alone so often ensures success when set against the attitude of some Electricity Boards.

Fareham.

INVIGILATOR.

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## Five Men Committed for Trial for Alleged Theft Conspiracy

FIVE men alleged to have been concerned in a conspiracy to steal goods being transported by B.R.S. (Parcels), Ltd., were committed for trial after an all-day hearing, at Wellingborough, last week.

Against William Albert Walker, 72 Windsor Road, Wellingborough, warehouse foreman, and Ernest William Jarvis, 30 Grove Street, Wellingborough, driver, are four charges of stealing footwear worth a total of £307.

George Henry Asser, c/o 43 Mannock Road, Wellingborough, truck driver, was charged with receiving footwear and 15 further charges of stealing property in the possession of his employers, B.R.S. (Parcels), Ltd., worth £549, were preferred. The man's sister, Matilda Catherine Corrigan, housewife, and her three daughters, Rene Mary Corrigan, Evelyn Joan Corrigan and Patricia June Corrigan, all of 15 Tennant House, St.

Leonards Street, Bow, London, E.C.3, were charged with receiving property worth £51 8s. 10d.

Asser, Walker and Jarvis, with Joseph Hanna, 68 Midland Road, Wellingborough, checker loader, and Frederick James Lenton, 4 Westfields, Little Harrowden, driver, were charged with conspiring to steal goods in transit, between January 1, 1959, and March 27, 1960.

All the accused were committed for trial to Northampton Quarter Sessions. Bail was allowed.

Jarvis, Asser and the four Corrigan pleaded not guilty and reserved their defence. Hanna and Walker had nothing to say, and Lenton said: "The only thing I know anything about is handing three cartons to Asser."

George Thomas Asser, 43 Mannock Road, Wellingborough, a B.R.S. driver, gave evidence of collecting parcels of

women's clothing from Kayser-Bondor (Sales), Ltd., Baldock. Of a total of 46 witnesses, those employed by stores in Manchester, High Wycombe, York, Liverpool and Newmarket gave evidence that goods did not arrive.

Det. Insp. A. R. Mulligan, Wellingborough, said that when he questioned Asser about recovered property, at Leicester, on March 27, Asser said: "That's right. I have had the lot, but would like to take it all myself." When Insp. Mulligan searched Asser's house at 1 Weavers Road, Wellingborough, he recovered amongst other things some B.R.S. seals. The next day Asser said that the seals were handy when he broke seals on trailers.

Sgt. John Candlish and Det. Constable Victor Kelaher, Metropolitan Police, gave evidence of goods recovered from the flat occupied by the Corrigan.

The case lasted nearly eight hours.

## Big Profit Increase for United Transport

AN increase last year of £197,704 in the profits of the United Transport group is reported by Mr. John H. Watts, chairman. After tax of £755,167 the profit was £2,574,192.

The parent company, United Transport Co., Ltd., showed a profit of £225,881 after a tax of £225,000. A dividend of 12½ per cent. and capital bonus of 2½ per cent. are being paid.

Among the group's road transport businesses, Mounton Holdings, Ltd., who own Bulwark Transport, Ltd., and John Ancliff and Co., Ltd., increased their profit after tax by £12,107 to £98,384. Since the purchase of John Ancliff the undertaking has greatly expanded and is likely to extend still more.

Keith and Boyle (London), Ltd., raised their profit after taxation by

£19,963 to £39,003. Good weather helped to increase the profits of Guernsey Railway Co., Ltd., and Guernsey Motors, Ltd., by £10,975 to £28,248 after providing for taxation.

African Transport Co., Ltd., made a record profit of £256,115—£104,060 more than in 1958. Mr. Watts expresses confidence in the ultimate future of East Africa, and sees no reason why African Transport Co., Ltd., should not continue to contribute to the country's economic development. In some cases the programme for capital expenditure in the current year is being accelerated. Fleet replacements will cost £180,000.

Rhodesia United Transport, Ltd., also had a good year and raised their net profit after tax by £55,043 to £372,156. A new express coach service is being introduced between East and Central

Africa, connecting Salisbury and Nairobi, a distance of 2,000 miles.

Rhodesia United Transport has been investigating the possibility of extending their activities into Swaziland. They have been awarded a large contract for the transport of wood pulp for the new £10m. pulp mill which Courtaulds and the Colonial Development Corporation have built in Swaziland. About 100,000 tons of wood pulp and 6m. gallons of fuel oil will have to be transported annually over a distance of about 100 miles.

Jamaica Omnibus Services, Ltd., expanded their activities, but Canadian Motorways, Ltd., again had a disappointing year. Mr. Watts believes, however, that Canadian Motorways will ultimately prove to be a profitable investment.

## Return Loads on Contract Vehicle Were Legal

QUESTIONS concerning the legality of return loads carried by vehicles on contract-A licence, which had been raised at two previous hearings, were successfully answered at Newcastle upon Tyne, last week.

Mr. J. A. T. Hanlon, Northern Licensing Authority, was satisfied that goods carried back to Commercial Plastics, Ltd., were connected with the business of that concern. He granted the application of A. W. Ellis and Co. (Transport), Ltd., Newcastle upon Tyne, to transfer six vehicles of 21½ tons from contract-A licence to A licence.

Mr. T. H. Campbell Wardlaw, for Ellis, said that because there was a question of whether the return loads were the property of Commercial Plastics or not, the applicants had been asked to

furnish the names of the associated companies of Commercial Plastics, together with invoices covering return loading.

Mr. A. W. Ellis, managing director of Ellis, said that this information had been supplied. Outward journeys amounted to about 80 per cent. to London, and the remainder to the Manchester area. Return goods were from Commercial Plastics and their associated companies or concerns supplying raw materials to them.

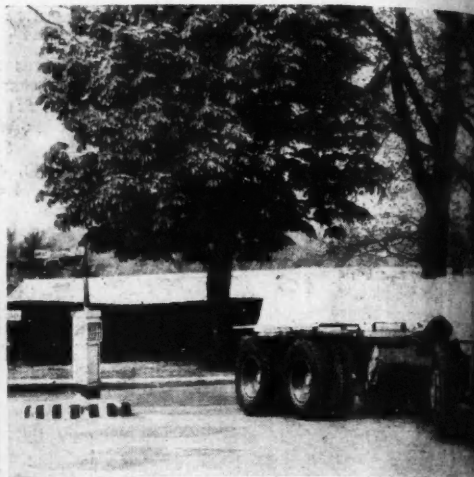
For the British Transport Commission, who objected, Mr. I. Robey said that if the return loads were not accepted as being of use in the manufacture of goods by Commercial Plastics they were being carried unlawfully. At the previous hearings the problem was largely a matter of accounting, he said. Until they had seen the invoices, the objectors had not

appreciated the size of the sums involved in the return loadings. He appreciated that the object of the application was an endeavour to regularize the position.

Granting the application, Mr. Hanlon said that the Act did not say that goods had to be the property of the contractors, or that the haulier had to be paid by the contractor. The arrangement which existed was not very satisfactory, but Commercial Plastics could not be expected to receive all the invoices, add them up, make out the accounts and pay the hauliers. It was all very complicated.

Subject to the surrender of the contract licence the application would be granted with conditions: "Goods for Commercial Plastics, 80 per cent. London, and 20 per cent. Manchester, and return loads to the same concern."





(Left) A climb of the 4-mile Bison Hill occupied only 5 minutes, and at no time did the road speed fall below 6 m.p.h. Second gear was engaged for 2 minutes 7 seconds.

Latest A.E.C. Eight-wheel with 150 b.h.p. Oil Engine and overdrive-top Gearbox Gives Exceptional Road Performance and Fuel Economy. Eight-wheel Brakes Ensure High Speed

## A.E.C.'s BEST "HEAVY"

**I**MPROVED appearance is a relatively minor advantage of the latest A.E.C. Mammoth Major eight-wheeled goods chassis. The road performance makes this comparatively new design the best heavy goods chassis ever to have been manufactured by this concern, and puts it well into the top rank of all the heavy goods vehicles of this type at present constructed in Great Britain.

The example tested had the AV690 11.3-litre oil engine and overdrive-top gearbox combination, giving a maximum speed of 50 m.p.h., but, more important, outstanding fuel economy. When tested under simulated trunk conditions, 9.9 m.p.g. was returned at an average speed of 27.2 m.p.h.,

whilst a full-throttle run along 26 miles of the London-Birmingham motorway at an average speed of 42.75 m.p.h. realized a consumption rate of 10.4 m.p.g. For a fully laden eight-wheeler these figures must create an economy record: certainly the time-load-mileage factor of 10,752, achieved on the motorway, is appreciably above normal.

The well-spaced intermediate ratios of the A.E.C. gearbox and the 505 lb.-ft. torque output of the engine combine to give particularly vigorous acceleration and lively hill-climbing. Moreover, with eight-wheel brakes the retardation power reaches a notably high standard, although even with six-wheel brakes it leaves little to be desired for a vehicle of this weight.



(Above) The additional friction area provided by the second axle made difference to the overall braking effect: from 30 m.p.h. stopping distance was reduced to 10 m.p.h. (Left) High retardation rates were shown when "crash" stops were made from 30 m.p.h. and 30 m.p.h. All the rear wheels locked up.



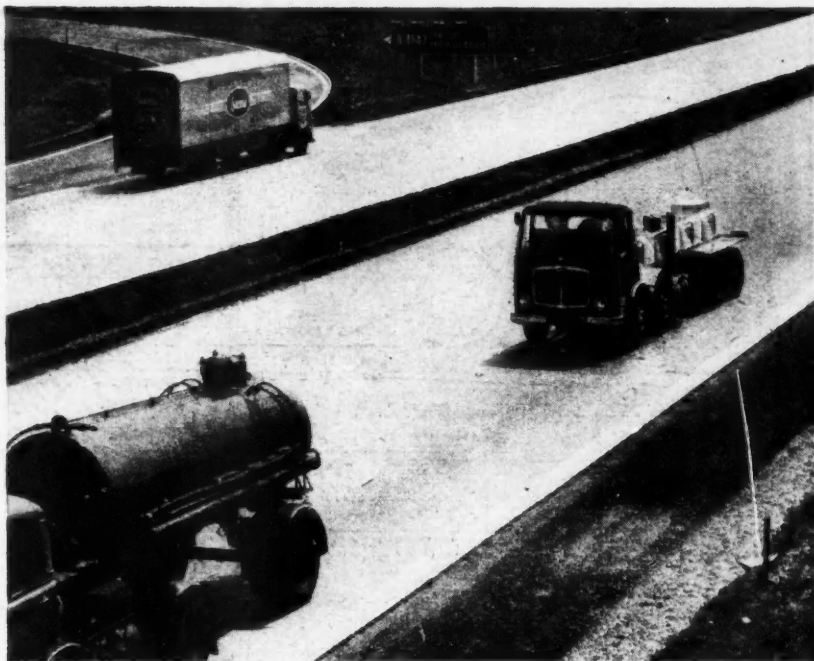
(Left) Although the steering becomes a little heavy at low speeds, the A.E.C. eight-wheeler generally handled well. A hydraulic steering servo is available at additional cost, but should not be necessary under normal conditions.



By  
John F. Moon,  
A.M.I.R.T.E.

E.C. Eight-wheeler with 150  
hp Engine and over-drive-top  
Gearbox Gives Exceptional Road Per-  
formance and Fuel Economy. Eight-  
wheeler makes Ensure Fast Speed

(Right) Because of its large engine and over-drive-top gearbox, the Mammoth Major Mk. V excels under motorway conditions and shows highly commendable fuel economy.



## BEST "HEAVY" YET

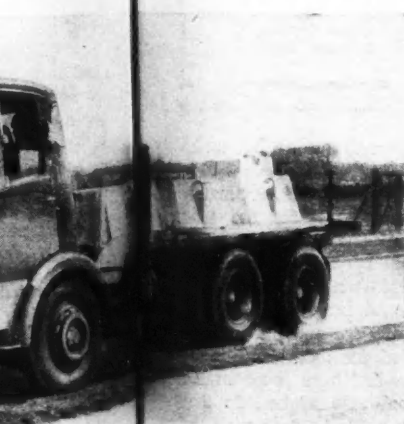
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Driving conditions generally are good, although the steering tends to be a little heavy and cab ventilation is hardly adequate for British summer temperatures. The frame layout is such that the cab-entry steps are placed ahead of the front wheels, so that access to the driving seat is particularly easy. The overall range of vision is good, too, the deep curved windscreen panels giving ground-level vision to within 10 ft. of the front bumper when measured on the vehicle centre line.

The current range of



(Above) Steps ahead of the front wheels make the latest Park Royal cab easy to climb in and out of, and provide a better general cab layout than is normally found in eight-wheelers. The cab of the test vehicle had plastics panels.



ion area provided by the second axle made an appreciable  
king effect: from 30 m.p.h. the stopping distance was reduced by 103 ft.  
s were shown when the "crash" stops from 20 m.p.h.  
ear wheels locked and the vehicle was no pronounced "axle hop."

Mammoth Major multi-wheeled goods chassis was introduced in the late summer of 1958 for the Commercial Motor Show of that year. The designs signified a radical departure from Mark III models of the same type name, not the least of the differences being the introduction of two new power units to replace the original 9.6-litre and 11.3-litre engines.

Although on paper the AV590 and AV690 engines, which replace the earlier units, appear identical, both in respect of dimensions and outputs, there is a noticeable difference in the installed performances—differences which make for greater economy with a wider margin of usable power.

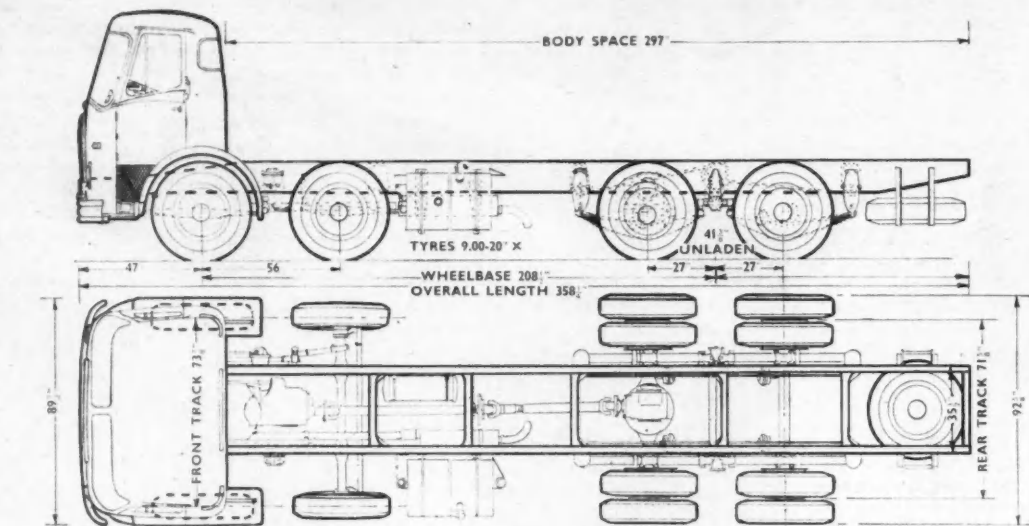
Either of the two power units may be specified for vehicles in the Mammoth Major range. The smaller engine has a gross output of 125 b.h.p. at 1,800 r.p.m., compared with the 150 b.h.p. output of the larger engine at the same speed, or 165 b.h.p. at 2,000 r.p.m. My tests with the eight-wheeler showed that, because the 150 b.h.p. unit does not have to be worked so hard during normal operation, it is probably more economical in use than the smaller engine would be, whilst its life between major overhauls should be longer.

The standard gearbox supplied with both power units has five speeds and is almost identical to that employed in earlier models, with the exception of a new change-speed unit and modifications to accept hydraulic clutch actuation. As with the earlier box, a sixth overdrive ratio of 0.763 to 1 is available. This additional gear was in the gearbox of the test chassis.

When, as in the case of the vehicle tested, a single-drive rear bogie is used, the driving axle is a double-reduction unit. Overhead-worm-drive axles are employed in double-drive bogies.

The double-reduction axle is available with a choice of three final-drive ratios: 7.92, 7.12 or, as tested, 6.22 to 1. The worm axle is offered with ratios of 10.33, 7.75 or 6.4 to 1. All these optional ratios in the case of both axles are the same as with earlier chassis.

## ROAD TEST No. 693/M152—A.E.C. 24-TON-GROSS EIGHT-WHEELER



MODEL: A.E.C. Mammoth Major Mk. V GBRAS 17-ft. 4½-in.-wheelbase maximum-capacity eight-wheeled goods chassis with 150 b.h.p. oil engine and Park Royal plastics cab.

WEIGHTS:	Tons	cwt.	qr.
Unladen (kerb weight) ..	6	19	2
Payload and body ..	16	19	1
Driver, passenger, etc. ..		5	0
	24	3	3

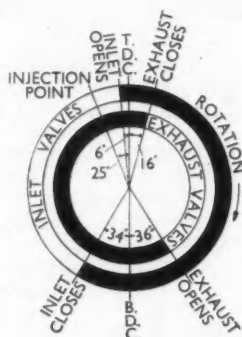
DISTRIBUTION:	Tons	cwt.	qr.
Front bogie ..	8	1	2
Rear bogie ..	16	2	1

ENGINE: A.E.C. AV690 six-cylindrical direct-injection oil engine; bore 130 mm. (5.12 in.); stroke 142 mm. (5.59 in.); piston-swept volume 11.31 litres (690 cu. in.); maximum net output 150 b.h.p. at 1,800 r.p.m.; R.A.C. rating 63 h.p.; maximum net torque 505 lb.-ft. at 1,100 r.p.m.

TRANSMISSION: Through 15.75-in.-diameter single-dry-plate clutch to A.E.C. six-speed constant-mesh gearbox, thence by two-piece propeller shaft to the spiral-bevel and double-helical double-reduction axle of the single-drive rear bogie.

GEAR RATIOS: 6.60, 4.44, 2.64, 1.57, 1.0 and 0.763 to 1 forward; reverse 6.37 to 1; rear-axle ratio 6.22 to 1.

BRAKES: Clayton Dewandre air-pressure system with S-cam leading-and-trailing-shoe units at all wheels. Multi-pull hand brake linked mechanically to rear-bogie wheels only. Diameter of drums, 15.5 in.; width of linings,



FIRING ORDER 1-5-3-6-2-4  
COMPRESSION RATIO 16:1  
VALVE CLEARANCE 0.011"

front, 4.75 in.; rear, 7.75 in.; total frictional area 1,488 sq. in., that is, 61.5 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section with eight pressed-steel cross-members bolted in position.

STEERING: A.E.C. worm and nut.

SUSPENSION: Semi-elliptic springs, with four springs and balance beams at rear bogie.

ELECTRICAL: 24v. compensated-voltage-control system with 108-amp.-hr. batteries.

FUEL CONSUMPTION: (a) trunk operation, with overdrive, 9.9 m.p.g. at 27.2 m.p.h. average speed; (b) trunk operation, without overdrive, 8.78 m.p.g. at 26.5 m.p.h. average; (c) motorway operation, 10.4 m.p.g. at 42.75 m.p.h. average speed; (d) trunk operation unladen, with overdrive, 17.82 m.p.g. at 29.3 m.p.h. average speed; (e) trunk operation unladen, without overdrive, 13.8 m.p.g. at 28.2 m.p.h. average speed, that is 239.5 gross ton-m.p.g. as tested (a), 212.3 gross ton-m.p.g. (b) and 251.5 gross ton-m.p.g. (c), giving time-load-mileage factors of 6,514 (a), 5,626 (b) and 10,752 (c).

TANK CAPACITY: 48 gal.; range at normal speeds approximately 450 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 15 sec.; 0-30 m.p.h., 31.9 sec.; direct drive, 10-20 m.p.h., 14.25 sec.; 10-30 m.p.h., 33.25 sec.

BRAKING: (a) Eight-wheel brakes, from 20 m.p.h., 21.25 ft. (19.9 ft. per sec. per sec.); from 30 m.p.h., 50 ft. (19.4 ft. per sec. per sec.); (b) six-wheel brakes, from 20 m.p.h., 26.75 ft. (16.1 ft. per sec. per sec.); from 30 m.p.h., 60.5 ft. (16.1 ft. per sec. per sec.).

WEIGHT RATIO: 0.31 b.h.p. per gross weight as tested.

FORWARD VISIBILITY: To within 10 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: Left lock, 70.5 ft.; right lock, 65.5 ft.

MAKERS: A.E.C. Ltd., Southall, Middx

There is no big change in the main chassis members, but the chassis layout itself differs in that, when a four-spring rear bogie is specified, underslung springs are fitted. Previously, Mammoth Majors had springs which were outriggered from the side members and attached to the tops of the axle cases. The latest suspension layout helps to reduce driving and braking torque reactions to a minimum, giving improved wheel adhesion, with marked benefit to the braking performance. Further frame modifications affect the front-end layout to accommodate forward-entrance cabs.

The braking system has been substantially revised, the most marked effect being the increasing of the friction areas by the use of 4.75-in.-wide linings at the front and 7.75-in.-wide linings at the rear, contrasting with the 3.625-in. and 6.5-in. units previously employed. In the case of vehicles with six-wheel braking only, the latest

linings raise the total frictional area from 988 sq. in. to 1,205 sq. in.

Brakes are available on the second axle—unfortunately only at extra cost—and this provision raises the total frictional area by 283 sq. in. The brake-operating mechanism includes S-cams, which act against rollers in the ends of the shoes to minimize frictional losses, and diaphragm actuators are used for all brakes.

As special fittings provided purely for the purposes of my test and by no means intended for incorporation on production vehicles, shut-off cocks had been incorporated in the air lines feeding the second-axle brakes, so that strictly comparative tests could be made to determine the respective efficiencies of six- and eight-wheel braking.

These tests showed that, good as the braking was on six wheels, the stopping distance from 30 m.p.h. was reduced by 10 ft. when the fourth set of brakes was in

operation. similar mark 3 cwt. add recommend on all wheel A further at additional exhaust brake pedal pad. exhaust brake of the wheel can, at extra safety.

The test c is the longest being 14 ft. Royal plastic directly on the coachbuilt c available.

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operation. Subsequent fade-resistance trials showed a similar marked difference. Despite the extra cost and the 3 cwt. added to the unladen chassis weight, I cannot recommend operators strongly enough to specify brakes on all wheels.

A further safety device offered as optional equipment at additional cost is an Ashanco electrically operated exhaust brake, which is controlled by a switch on the pedal pad. The wheel brakes cannot be used without the exhaust brake also taking effect, thus saving wear and tear of the wheel brakes. A split-circuit air-pressure system can, at extra cost, be supplied to give further braking safety.

The test chassis had a wheelbase of 17 ft. 4½ in. This is the longest of the three available wheelbases, the others being 14 ft. 8 in. and 16 ft. The cab was the new Park Royal plastics assembly, which has been designed to mount directly on to the standard A.E.C. cab base. A composite coachbuilt cab of similar layout and appearance is also available.

A gross vehicle weight rating of 25 tons is specified for Mammoth Major eight-wheelers with four-spring rear bogies, but models with the fully articulated two-spring bogie may be operated at 28 tons gross, subject to legislation. Only slight modifications would be necessary, however, to suit four-spring models for 28 tons gross. The maximum permissible gross train weight for single-drive models is 36 tons, 40 tons being specified for tandem-drive chassis. Tyres of up to 11.00-22-in. section can be fitted, the test vehicle having Michelin "X" 9.00-20-in. equipment.

The kerb weight, complete with cab, was 6 tons 19½ cwt., and cast-iron blocks totalling 16 tons 19 cwt. had been secured to the chassis frame to represent a body and payload. Allowing about ½ ton for a light-alloy platform body, this would give a payload capacity of 16½ tons. With myself and two A.E.C. representatives aboard, the gross weight was 24 tons 3½ cwt., and all 12 tyres were almost equally loaded.

Braking tests were carried out first, and the first set of figures was taken with all eight brakes in operation. Stops from both 20 m.p.h. and 30 m.p.h. produced locking of all the rear wheels. The front tyres marked the road surface heavily, indicating that the front brakes were operating at peak efficiency.

### Good Stopping Distances

Extremely good stopping distances were recorded from both speeds and high Tapley meter readings—including one of 90 per cent.—were achieved. There appeared to be little delay in the air-pressure system and the general braking effect was satisfactorily smooth and grab-free.

The second-axle brakes were then cut out and the tests repeated. All the rear-bogie wheels again locked, but the reduction in braking area increased the stopping distances by 5.5 ft. from 20 m.p.h. and 10.5 ft. from 30 m.p.h. Even so, the retardation rates recorded with only six of the brakes in action were well above average for a six-wheel-braked eight-wheeler.

The same stretch of road in the Southall area was used for acceleration tests. Here, again, extremely good figures were obtained. The time taken to reach 30 m.p.h. from a standstill was less than is often required with vehicles running at well under half the weight of the A.E.C., whilst the direct-drive times accentuated the good torque characteristics of the AV690 power unit.

Although the A.E.C. gearbox does not have synchromesh engagement, fast changes can easily be made, partly because the engine speed dies down quickly when the throttle is released and the clutch is disengaged.

Five sets of fuel-consumption tests were made in all, four of these being on a 12-mile out-and-return circuit of Western Avenue, to give representative results for normal trunk operation. Two of these runs were made laden, using the overdrive on one in the normal manner and the other without it, as would be the case with the standard five-speed gearbox. Later, these two runs were repeated unladen, with the test chassis carrying only one iron weight and the gross weight reduced to 7 tons 12 cwt.

All four fuel figures obtained were outstanding, and reference to the data panel shows the marked improvement in consumption rates which can be expected from use of the overdrive gearbox. When laden, the overdrive ratio gave an improvement of 13 per cent., whilst unladen it was more than 31 per cent.

Combination of the two sets of figures obtained with and without overdrive shows that operators of tankers and similar vehicles which spend half their running time unladen can expect a clear 13 m.p.g. overall with overdrive and about 11 m.p.g. without overdrive. In each case, the figures illustrate the degree of economy of which operators often speak but very rarely obtain.

### 10.4 m.p.g. on Motorway

The fifth consumption test was made over a 26-mile stretch of the motorway at continuous full-throttle. After this run the fuel-test tank indicated a consumption rate of 10.4 m.p.g.—again an exceptional result, particularly in view of the high average speed of 42.75 m.p.h. A typical run between London and Birmingham by way of the motorway should be possible with an overall consumption rate no heavier than 10 m.p.g.

For hill-performance tests I took the eight-wheeler to Bison Hill, a ¼-mile climb with an average gradient of 1 in 10½. The ambient temperature during these tests was 66°F. Before the climb the coolant temperature was 164°F. and a fast ascent, which took only five minutes, caused it to rise to 193°F. This is somewhat high, but the cooling system is pressurized to raise the boiling point to over 230°F. As it was, when the filler cap was removed to take the temperature, the cooling water bubbled out of the neck and some was lost.

The lowest gear used during the climb was second and this was engaged for 2 minutes 7 seconds, during which time the road speed never fell below 6 m.p.h. This sort of performance shows that, with its big engine, the latest A.E.C. eight-wheeler should not be such a source of frustration to private motorists on normal main-road hills as many of its less highly powered and undergeared contemporaries.

Two fade tests were made, and for the first I used all eight brakes. I coasted down the hill in neutral while keeping the speed to 20 m.p.h. by use of the foot brake, and after 2½ minutes a full-pressure stop from the same speed produced a Tapley meter reading of 61 per cent—an efficiency reduction of only 20 per cent.

The second descent was made, after the drums had cooled, with six-wheel brakes only. After this test the maximum efficiency had fallen to 40 per cent., which is exactly half that obtained with cold drums. Again the advantage of eight-wheel braking is highlighted.

After these fade tests I drove up to the steepest part of the hill, where the gradient is 1 in 6½. Here the vehicle was stopped, but the hand brake would not hold it until helped on by partial application of the foot brake. A second-gear restart failed because of clutch slip and initially there seemed to be some doubt whether it was going to be possible to pull away in bottom gear.

This was not because of inadequate power, but because the off-side driving wheel spun when the clutch was



engaged. However, judicious manipulation of the clutch and throttle pedals eventually resulted in the right combination being found and the eight-wheeler pulled away satisfactorily. A double-drive bogie should not, of course, have been subject to this defect, particularly when a third-differential lock was fitted, although such a lock is not offered with A.E.C. chassis.

The Mammoth Major eight-wheeler is a pleasant vehicle to drive and ride in, except in hot weather, when the absence of adequate ventilation becomes rather overpowering. Engine noise is surprisingly low, even when running on the governor. Stowage space in the cab is hardly adequate, but the cab finish is generally good, and the all-round vision is first-rate.

The steering at low speeds is probably no heavier than on some other makes of eight-wheeler, and a servo is available at extra cost. On the open road the steering is pleasant and the vehicle handles in a stable manner, even the softness of the front suspension having no adverse effect on the steering characteristics, although cab bounce can become excessive.

The clutch pedal of the test vehicle was surprisingly heavy to operate, but the gear change was generally good, although a little stiff to get into overdrive position at

times. The multi-pull hand-brake lever has a rather difficult action, which makes it easy to accidentally release the brake while pumping it on.

Because of the use of a conventional pedal, the brakes, although they could be fierce when the chassis is unladen, have a good degree of "feel" about them and are easy to control.

The amount of road work carried out left no time in which to do maintenance tests, but the Mammoth Major should be about average in this respect. Engine access is reasonable, the cowlings consisting of an upper hinged panel which opens from the near side, and a completely removable panel down to floor level on the near side. A stay holds the upper section in the raised position.

The latest A.E.C. eight-wheeler is, all in all, a well-balanced, high-performance, high-quality design which offers innumerable advantages over its predecessors and represents one of the biggest advances in vehicle design made in one step by any manufacturer. Without resorting to unconventional techniques, A.E.C., Ltd., have produced a vehicle with widespread appeal to operators and drivers. Speed, economy, good appearance and ease of driving are much-sought-after qualities rarely to be found combined in a unit.

## New Equipment and Publications

### Inexpensive American Elevator

STATED to be the lowest-priced piece of equipment of its kind available in Europe, the Big Joe portable hydraulic fork-lift elevator is being manufactured in this country under American licence by Scottish Mechanical Light Industries, Ltd., 42 Waggon Road, Ayr.

Two models are available, the 1000 and the 1500. The 1000 can lift 1,000 lb. at 1-ft. 1-in. load centres to a height of 4 ft. 9 in. It costs £199 10s. The 1500 has a capacity of 1,500 lb., also at 1-ft. 1-in. load centres, and can raise loads to the same height. Its price is £237 10s.

These costs include an inbuilt battery charger and a 12-volt heavy-duty battery. A lifting platform which may be placed over the forks is also supplied. The turning radius of the Big Joe is 3 ft. 2 in., and there are two sprags to stabilize the machine when necessary.

#### Degreasants Described

A BOOKLET describing Solvex degreasing crystals manufactured by Fletcher Miller, Ltd., Hyde, Cheshire, lists various types of product and their specific applications. There is a useful table in which different kinds of contaminant are set down against the appropriate grade of Solvex to employ for their removal.

#### Mini-van Conversion

A REAR-SEAT conversion for the Austin Seven van and its Morris counterpart is available from the Knighton Motor Trimming Co., 30 North Street, Carshalton, Surrey. The floor of the van must first be cut to allow the seat

to fold down flush. The spare wheel is mounted to the left of the seat, and the battery to the right.

The seat costs £15 10s., complete with battery-extension cable, spare-wheel clip, and bracing brackets for the floor. Wide enough to seat two people, it is upholstered in Dunlopillo and trimmed with Vynide.

#### Compact Truck

AN extremely compact and manoeuvrable fork-lift truck has been produced by A. Hirst and Son, Ltd., Meadow Lane, Dewsbury. Known as the Forager Minor, it is a battery-electric appliance offered in versions suitable for loads of 7½ cwt. or 10 cwt. The machine is 2 ft. 10 in. wide and, in the case of the 10-cwt. model, 3 ft. 6½ in. long less forks. The standard lift height is 9 ft. 6 in., whilst the turning circle is 8 ft. in diameter.

#### Axle Stands

FIVE types of axle stand, forming a range which has been called the Atlas, have been produced by Mann Egerton and Co., Ltd., 5 Prince of Wales Road, Norwich. Capacities range from 1½-5 tons, and the supports are tested to 100-per-cent. overload. It is stated that the stands can be used on uneven ground because of the provision of rectangular feet.

#### Clean Hands

ROZALEX waterless skin cleanser, sold in collapsible tubes, is for cleaning the hands at any time when normal

The range of five Atlas axle stands produced by Mann Egerton has capacities from 1½-5 tons. They can withstand overloads up to 100 per cent. above their normal rating.



washing facilities are not available. The cleanser is rubbed into the hands and emulsifies dirt and grease, which can be wiped off with paper tissue. Produced by Rozalex, Ltd., 10 Norfolk Street, Manchester, 2, a tube of the cleanser costs 2s. 6d.

#### Paint Film

A COLOUR film covering the preparation and respraying of damaged or ageing bodywork will be available early in September from Lewis Berger (Great Britain), Ltd., Berkeley Square, London, W.1, for whom it has been produced. The 16 mm. film will run for 21 minutes and, although it is primarily intended as a guide to correct refinishing procedure, is thought to be of interest also to non-technical audiences. A sequence on production-line painting of car bodywork, filmed at Ford's Dagenham factory, is included.

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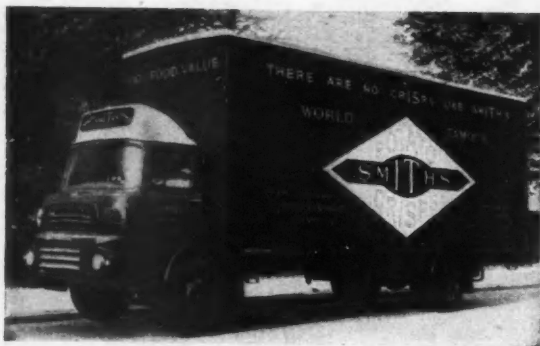
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## Significant Licensing Cases

# Hiring Ban May Create Surplus of Vehicles

**I**F Licensing Authorities become too ready to accept evidence that customers will not allow sub-contracting as a ground for the grant of additional licences, the licensing of vehicles which are surplus to requirements may result.

There may well be hauliers ready and willing to work but who are debarred from doing so because a competitor can add vehicles to his licence on such evidence. Mr. W. F. Quin, Scottish Licensing Authority, brought a touch of reason into this situation when, at Glasgow, he warned that such evidence would not be regarded by him as proof of need.

Stipulations of this sort, he added, were contrary to the intention of the law, and hauliers must not be prevented from making use of sub-contractors.

Referring to the plea frequently made by applicants that their drivers were more highly skilled and expert than those of sub-contractors, Mr. Quin commented that it would be interesting to know if the men received extra pay.

With certain specialized traffics there is undoubtedly ground for confining transport to one haulier, but the frequent success attending applicants producing this type of evidence has encouraged its use in circumstances which do not call for discrimination.

The steady decline in rates over the past seven years may well be in part because of a surplus of vehicles which have entered haulage through the back door, and it is essential that no more vehicles than those for which need can be properly proved should be licensed. Mr. Quin's pronouncement can help to check a trend which is causing concern to many hauliers.

## No Check to Contract Conversions

**T**HERE seems to be little check to the ever-open back door to additional public-A licences provided by contract vehicles. At Blackburn, last week, Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, opened it even wider.

He accepted evidence of an approach to customers by a haulier, who suggested that they would be better served under public-A licence. The operator undertook to do the same work, held out prospects of better rates if return loads were available, and submitted that this was sufficient to justify the transfer of two articulated units from contract- to public-A licence.

Not unnaturally, the two customers concerned supported the application. If such evidence to justify a change is generally accepted, all that will be needed to obtain additional public-A vehicles

by anyone holding contracts is to dangle the prospect of better rates before a customer.

The difficulties of the present system are spotlighted by the fact that Mr. H. J. Thom, South Eastern Licensing Authority, last week refused an application to transfer 40 vehicles from contract- to public-A licence, on the evidence that the change would enable the applicants to carry return loads and reduce rates.

The significant feature of the Blackburn application was that, in the first place, the customers were not seeking to surrender their contracts but were approached by the hauliers. The only reason for the customers' consent was rate reduction. In the case of one customer, the loads were all inwards, leaving the haulier an additional vehicle to load outwards.

## More Side Entrances Into Haulage

**C**ONFUSING decisions of the Transport Tribunal have been responsible for the growth of a number of side entrances into haulage. The action of Mr. D. I. R. Muir, Metropolitan Licensing Authority, in refusing a large part of the Merchandise Transport application in June, in the face of adverse Tribunal decisions in other C-to-A transfer cases, shows an awareness of the danger to the haulage industry of allowing large manufacturing concerns to operate what were originally C-licensed fleets under A licence.

In the event of an appeal, the Tribunal will be able to review the situation in

By G. Duncan Jewell

the light of recent experience and may come to the conclusion that such grants are not in the public interest.

Opinion is growing that stronger guidance from the Tribunal on certain of these principles would be to the advantage of all concerned.

## Change of Method to Double Capacity

**A**N interesting point regarding the use of vehicles was raised by the British Transport Commission when objecting, at Edinburgh, to an application by Russell of Bathgate, Ltd. (*The Commercial Motor*, July 15) for 12 vehicles to carry fire bricks from Armadale to England and Wales.

The Commission contended that the company's method of operation, using one driver per vehicle, entailed six or seven days for each return journey, and that by changing their system and switching drivers at a mid-way point, Russell could double their carrying capacity without any vehicle increase at all.

This contention was not favourably received by Mr. Quin, but it raises interesting possibilities. The practice of double-shifting trunk and long-distance vehicles in suitable circumstances has raised earning power considerably in recent years. It seems perfectly legitimate that Licensing Authorities should take into consideration whether the best economic use is being made of existing vehicles before granting additions.

What is to prevent a wide-awake operator obtaining increases before putting such a system into operation and doubling his earning power? Such possibilities do not apply to Russell, who gave an undertaking that it was not their intention to change their system, but the present methods of challenging statistical evidence seldom take this into account.

Such an approach might well be considered as offering possibilities for successful objection.

## SMOKE SIGNALS

**O**NE Scottish haulage concern, Sam Anderson (Newhouse) Ltd., is in the happy position of not having to bother with the problem of return loads and low rates. So heavy is the demand from steel customers for the company's vehicles, that they return empty from over the Border and, for good measure, whenever possible, they pick-a-back, saving fuel and tyre wear. This practice first started during fuel rationing.

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**T**HE understatement of the year, by a British Transport Commission advocate objecting to an application by Sam Anderson (Newhouse), Ltd., for eight additional articulated units on A

licence: Referring to an increase of more than £100,000 in 12 months, he said, "We must agree that there is to a certain extent an increase in the applicants' earnings."

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**A**LTHOUGH it has now become an accepted principle that there is nothing to prevent an applicant from being granted an A licence with a normal user confined to the goods of one customer, there are still some who believe that a more appropriate licence would be a B with provision for return loading where necessary. Enforcement of normal user is difficult, but a B-licence condition is a different matter.

## Untaxed Vehicles as Evidence

**M**ETHODS of objecting used by British Road Services sometimes seem a little peculiar, to say the least of it, and if the boot were on the other foot there would no doubt be much criticism of any independent haulier who put forward six untaxed vehicles as evidence of availability.

Not only was this done by the B.R.S. Bathgate depot in objecting to Russell, but it was suggested that vehicles loaded up to 85 per cent. of their capacity could undertake the work. It was admitted that vehicles were delicensed every year when agricultural traffic was slack, yet until quite recently instructions from local headquarters were not to make vehicles available to Russell for sub-contracting.

Mr. Quin indicated that the use of this type of evidence would require the Licensing Authority to take action under Section 10 (3) of the Act to remove the untaxed vehicles from the licence unless it was proved that they had not been taxed because of trade fluctuation.

## There is Money in Crushed Bones

**T**HE unopposed grant to Russell of six A-licensed vehicles to carry crushed bones for British Glues and Chemicals, Ltd., suggests that many hauliers have not heard of the old saw: "Where's there muck there's money."

Evidence was given that the customers had been looking for a haulier to do this work for 18 months. One large company had tried it and asked to be relieved of the work. By using special hopper-type vehicles, Russell were able to make it a paying proposition and obtain six additional vehicles into the bargain.

## PASSENGER

### More Time Wanted by Objectors

**T**HE North Western Traffic Commissioners have received complaints from a number of local authorities that a month or five weeks between the lodging of applications by bus companies for fares increases and the date of hearing is insufficient time in which to prepare objections.

Such a period is too short, they say, to obtain expert advice, get replies from committees and councils, and brief advocates.

On the other hand, the Commissioners are being pressed by bus companies for immediate hearings because of the heavy loss sustained between the time when wage increases or other new costs come into operation and the date when fares advances are granted. In the case of Crosville Motor Services, Ltd., after the recent wage award it amounted to £5,000 a day.

Mr. F. Williamson, chairman, declines to make any change. He considers the present procedure strikes a nice balance

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between the two points of view, and there is nothing to prevent a local authority from obtaining an adjournment of a hearing if the matter is of sufficient importance.

## Freedom for Coach-Air Operation

**R**OAD and rail objections to coach-air operation, as a new form of abstraction, and suggestions that a decision should wait until air transport licensing came into force, were not accepted by the North Western Traffic Commissioners when they granted a licence to Happiway Tours (Manchester), Ltd., for inclusive tours from Manchester, via Ringway Airport.

The Commissioners' view was that operators of foreign extended tours were entitled to this new form of business. Express service operators and British Railways are worried about continued grants enabling excursion operators to use feeder services for specialized traffic. In this respect the Commissioners are to review the Happiway grant after 12 months to see whether modifications are necessary.

## Long Establishment No Qualification

**B**ECAUSE a haulage concern was old-established, it did not necessarily mean that it could expand whenever the owner wished. This was argued by Mr. G. H. P. Beames, for the British Transport Commission, who objected to applications for radius increases, by Mrs. M. Hughes, Nevin, and Mr. H. Williams, Caernarvon, before Mr. F. Williamson, North Western Licensing Authority, at Caernarvon, last week.

On her B licence, which covered three vehicles, Mrs. Hughes sought to increase the radius from 10 to 70 miles. Several supporting letters were submitted and in evidence she said that she had been forced to refuse many prospective customers who had asked her to carry from brick works and quarries.

Replying to Mr. Beames, Mrs. Hughes stated that her vehicles were at present fully utilized. Mr. Beames pointed out that if this were the case some local customers would suffer if the lorries travelled longer distances.

Mr. Pritchard Jones, for a local road objector, said that two large nuclear energy projects were to be started at Trawsfynydd and Trewerydd in North Wales and several applications were pend-

## Linking Battle Almost Won

**T**HE determination of Mr. Williamson to control excursion linking by attaching conditions to all excursion and tour licences, despite much opposition originally, has now brought about a satisfactory conclusion.

Many operators have been content to accept the Commissioners' conditions without question. Others have applied for, and been granted either wholly or in part, variations of their licences allowing the linking of catchment areas and destinations which had previously been done irregularly.

In some areas, such as Morecambe, Blackpool and Manchester, the conditions have been attached to all licences after the applications to the Commissioners were made en bloc.

There is still a number of outstanding applications, but once these have been dealt with the Commissioners will have complete control. Irregularities will be in direct breach of licence conditions and not, as before, hallowed by long practice and subject to the excuse that they were not specifically banned by the licences.

ing from operators who wished to do work in connection with them. If Mrs. Hughes were granted the additional radius she would be able to participate in this traffic. No application such as hers should be granted without witnesses and certified figures, he claimed.

The following day, after inspecting the two power schemes, Mr. Williamson granted both the applications.

Mr. Williams, Caernarvon, had sought to vary his B-licence conditions to carry sand, road-making materials and gravel, within 35 miles. Mr. Pritchard Jones, who also appeared for Mr. Williams, said that 90 per cent. of the sand used in such work in the area came from Brynkrir. Thousands of tons had to be moved every day. A. Salisbury, Ltd., were responsible for much of the tipping work, but unfortunately the managing director had been unable to attend. He had sent a letter apologizing for his absence.

## "Define Needs Clearly"

Mr. Beames said that the letter from Salisbury should have defined their requirements more clearly. He asked the Authority to remember that work on one of the schemes was scheduled to last at least five years.

Mr. Williamson amended conditions on Mr. Williams' licence to read: "sand, gravel, road materials from Brynkrir to Trawsfynydd and Trewerydd." In Mrs. Hughes' case he said that evidence had been somewhat inadequate but as tipping facilities were obviously needed he allowed her to carry materials in connection with the Trawsfynydd scheme and the Blaenau Ffestiniog hydro-electric undertaking.

## IRISH PORT REOPENS

**T**HE port of Greenore, at the mouth of Carlingford Lough, Eire, was reopened last week after having been closed to shipping for 10 years. A container service to Preston has been inaugurated.

This is being operated by the Greenore Investment Co., Ltd. Work on the construction of approach roads is proceeding.

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## Political Commentary

By JANUS

## YARDSTICKS?

**C**ONCLUSIONS about road goods transport must always be accepted with caution if they are based on statistics. For one thing, the statistics are relatively sparse, but even those that are available are often approximations with a wide margin of error, or have no easily established relationship with each other. The annual reports of the British Transport Commission illustrate the state of affairs without disguise. They provide page after page of figures about the railways. Many of the figures are for decoration rather than use, and others that would be more serviceable are not provided; but at least there is quantity if not always quality. A few lines are sufficient to provide all the information that the Commission feel disposed to give about the transport by road.

The position has even deteriorated a little. At one time the Commission included some scant details about their road services in their monthly statistics, now published once every four weeks. On some pretext or other the practice was discontinued a few years ago and not subsequently resumed, so that now there are available only the scant details once a year in the Commission's report.

If the B.T.C. are under no compulsion to publish more than this, one sympathizes with their reluctance. There is no obligation on independent operators or C-licence holders to give the kind of information about themselves that is found in the Commission's reports, and they make no effort to provide the information voluntarily. Only twice since the war have the Ministry of Transport intervened and made a full-scale survey of road goods transport, the first during a week in September, 1952, and the second during a week in April, 1958.

Some correlation has since been found between the general picture that each of these surveys reveals and the results of a periodical census of road traffic. A figure based on this correlation is now a regular feature of monthly tables of statistics published by the Government. So far the figure each month confirms what one would expect. The volume of traffic carried by road is going up rapidly and steadily. The downward trend of rail traffic continues, although it has slowed down recently, perhaps partly because there is more traffic available in general, partly because of improvements brought about by the modernization scheme, and partly because, as the report for 1959 points out delicately, "in a number of cases charges were reduced."

## Rough and Ready Pointer

Measuring the rise or fall in the volume of traffic carried by road and by rail has its uses. It provides a rough and ready pointer to industrial activity generally—although there is some evidence that the relationship is not exact. It shows up the progressive change in the relative importance of the two main forms of inland transport. But there are certain questions it will not readily answer. It does not necessarily provide a guide to operating efficiency, especially on the road side, where there has been a substantial increase in the number of vehicles sharing the available traffic. Nor does it distinguish between British Road Services, independent hauliers and C-licence holders.

Material for making this last distinction may at least be found in the survey of 1952. At that time most hauliers were restricted to a radius of 25 miles and B.R.S. were not required to hold carriers' licences. The report was, therefore, able to set out clearly, for example, the ton-miles covered by each category of operator. For independent

hauliers the total during the year was 4,300m., for B.R.S. 4,000m., for the road vehicles of British Railways 100m., and for C-licence holders 10,400m.

The 1958 survey would in some ways have been even more valuable than it is if it had followed more exactly the lines of its predecessor. During the intervening period, however, the 25-mile limit had been abolished and the Commission had been given licences for their road vehicles. In addition, the compilers of the report confused rather than clarified the issue by an attempt to differentiate precisely between transport for hire and transport on own account. This mainly involved transferring work on A contract and a proportion of work on B licence from one category to the other.

The ton-mile figures for 1952 itemized above add up to 18,800m. The total for 1958 is shown in the survey as 23,100m., but is not split up in any way. For this one must rely upon the figures given for the sample week, and even here there are no separate details for nationalized road transport. Reference to the appropriate annual report of the Commission does not help. The tonnage carried by B.R.S. and the miles travelled are given. There is no separate figure of ton-miles. An attempt to work it out would have to be an estimate only, of doubtful value when so many of the other figures concerned are approximations based upon a sample.

## No Comparison

Useful though the concept of the ton-mile may be, therefore, it does not help much in a comparison between the progress of independent and nationalized road transport. Less satisfactory, but easier, is a comparison based on tonnage. In the sample week in 1952, for example, there were about 7½m. tons of traffic carried by hauliers, including nationalized transport. There were 170,000 vehicles, and the average carried by each vehicle was 43 tons. The average had risen to 52 tons, or by 21 per cent., in the sample week in 1958.

If the figures for B.R.S. alone are considered, it will be seen that they do not conform to the general pattern. The average tonnage carried in each B.R.S. vehicle was 5 per cent. less in 1958 than in 1952. Against this background, the 1959 report of the Commission is at least encouraging. It shows that the tonnage per vehicle has risen again to the 1952 level. In so far as the inferences drawn from the periodical censuses of traffic can be relied on, however, they indicate that the rise in operating efficiency of B.R.S. between 1958 and 1959 was below the average for road goods transport as a whole.

To complete the comparison between 1952 and 1958, it should be noted that the average tonnage carried by vehicles on C licence fell by 10 per cent., and that the total tonnage carried by the railways fell by 13 per cent., from 300m. to 260m. tons. The total road share went up from 900m. to 1,000m. tons, but in proportion the number of vehicles rose more rapidly, from 996,770 to 1,271,340.

Such conclusions as may be drawn indicate that denationalization has improved the operating efficiency of the professional haulier. The trader and manufacturer, whether or not they run their own vehicles, have preferred to give an increasing volume of traffic to the independent carrier, but have not significantly increased the amount passed to B.R.S. They still find it convenient to have their own vehicles, even when they make less use of them.



**Planning for Profit**

# Small Vehicles Can Cause Big Problems

IT is becoming increasingly common for transport managers of ancillary fleets to be given the additional responsibility of maintaining staff cars. This is an obvious and natural extension of their work, but, unfortunately, they have little control over the cars. The result can be gross inefficiency in the operation of a staff car fleet and adverse repercussions on a previously well-maintained commercial fleet.

The reason for this situation is not far to seek. Often the users of staff cars are senior in position to the transport manager or garage foreman responsible for the upkeep of the vehicles. Unless the transport manager or garage foreman has strong backing from the director or chief executive responsible for transport, he will find himself in an impossible position.

Many companies, having had experience of this state of affairs, have solved the problem by segregating—both physically and in terms of responsibility—the control of cars and commercial vehicles. This solution, however, is limited in application to large organizations. A further complication may arise, even with a large company, if a high proportion of the staff cars is based singly throughout the country. In many such instances it is impracticable to insist on maintenance being done by the company's own repair staff. This, in turn, devolves responsibility, to some extent, on the car users to arrange servicing, possibly with local agents, in accordance with overall policy determined by headquarters.

## Replacement at 40,000 Miles

As an example of this practice, a large retailing organization with many branches throughout the country provides cars for representatives and replaces them at approximately 40,000 miles. Any such figure must inevitably be an individual and, to some extent, arbitrary, estimate of economic mileage life. In addition to endeavouring to determine at what period maintenance costs would be likely to take a sharp upward rise, and whether to dispose of a car before the first or second set of tyres was necessary, the operator would have to balance against cost the importance of maximum availability of cars. In the latter respect the seniority of the user would obviously have to be taken into account.

Another factor to be considered when determining a standard replacement policy would be the likely state of the used-car market over the period in question. If, for example, it was known that there was a high demand for comparatively small-mileage used cars, and that there seemed every possibility of its being sustained, this factor might dictate more frequent replacement than might otherwise have been envisaged.

Irrespective of the replacement period ultimately decided, it would be advisable for ancillary users who had not had previous experience of regular disposal of staff cars to make adequate, prior arrangements for it. Many experienced operators have found that the cost and time involved in negotiating the sale of one car far outweigh any commission that agents or sales organizations may charge for taking on this responsibility. Often, of course, such arrangements will form part of the agreement for the original purchase of the new vehicle from the agent or the distributor. Although a comparatively simple task, the ultimate disposal of a vehicle should be part of a predetermined policy.

As an extension of a system of having out-based staff cars maintained by an agent in the area in which the company's representative operates, arrangements can also be made for the vehicles to be purchased through that agent. This has the obvious psychological advantage that the dealer would be inclined to take a keener interest in the business.

Where the car is both purchased from and maintained by the local agent, it may never go to headquarters, being

ultimately sold in the area in which it was bought. This, however, does not preclude arrangements being made for the representative to render reports—say, monthly—on the running of the vehicle, along with servicing charges, which he will presumably certify before passing to head office for payment.

In the example I have quoted, in which cars are replaced at 40,000 miles, a car report is made out every fortnight by the representative, whilst the local agent responsible for servicing sends an inspection report to the transport manager at headquarters on completion of each successive 5,000 miles of motoring, giving full details as to the condition of chassis and body.

From experience gained in the operation of this particular scheme it has been found possible to determine the maximum cost of any unscheduled repair which a company representative may authorize on the spot, so as to eliminate unnecessary paperwork passing between representatives and headquarters. The proviso has to be made, however, that where such a scheme is operated over a number of years, the predetermined figure must be adjusted periodically to allow for any price changes. The inspection carried out at 5,000 miles is in addition to any preventive maintenance done by local agents in accordance with the manufacturers' scheme.

Still with the object of ensuring maximum availability, some companies find it convenient to provide cars for their representatives by hiring on contract. Thus, both the company and the representatives can devote their time and energy exclusively to the business in which they are engaged. The operator is relieved of all responsibility of purchase, maintenance or disposal. There is also the advantage that the substantial outlay which the provision of even a moderately sized car fleet would entail is avoided. Even where adequate finance is available, traders may find it more advantageous to employ their capital in the expansion of their own businesses, particularly as the return may well be higher than when employed in transport.

## Hiring on Contract

Where a contract for hire is being arranged, a minimum period of a year would probably be found convenient for both parties, whilst the contractor would expect a fixed sum as an initial payment, coupled with a mutually agreed mileage charge. If hired cars were operated within convenient distance of depots run by the contractor, the mileage charge could include all items.

Where representatives were spread throughout the country in comparatively remote areas, it would probably be more practicable for the mileage charge to exclude the cost of petrol and, possibly, oil. The customer, through the representative using the car, would then be responsible for purchasing petrol and oil, and avoid having to pass innumerable dockets to the contractor.

In trying to determine a reasonable balance between service and cost, the distinction between maximum availability and a reasonable standard of reliability is of greater significance when applied to staff cars than to a commercial fleet. By definition, preventive maintenance should ensure the avoidance of breakdowns while on service. To achieve this object, however, vehicles must be taken off the road at regular intervals to receive attention appropriate to the mileage run.

With staff cars, however, and particularly where they are provided for the use of chief executives, the margin of reliability to offset the possibility of breakdowns should be even higher.

(Continued on page 841)



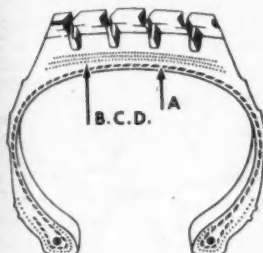
*If the job calls for steel tyres...*

# UNISTEEL

**a new highway giant from Goodyear—  
the most advanced steel tyre you can buy**

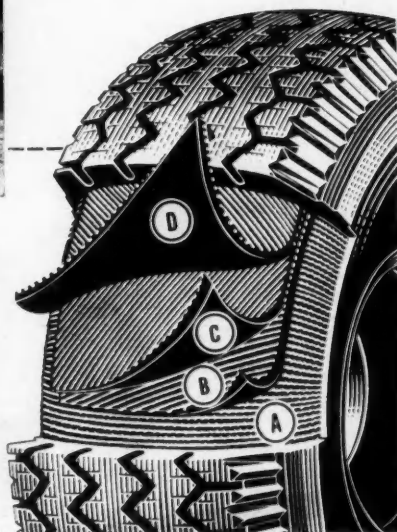


Another great truck tyre joins the mighty range of Goodyear Giants. It's the UNISTEEL HI-MILER—a tyre specially designed for the haulage job that calls for steel tyres. It combines the strength of tough, flexible steel cables with advanced "belted" construction—so that tread scuffing and squirming are greatly reduced; it gives up to three times more original tread mileage, has triple puncture and cut resistance, and, at high speeds, runs as much as 100°F. cooler than ordinary tyres.



## CROSS-SECTION CUTAWAY OF THE NEW UNISTEEL by GOODYEAR

Steel cable body (A) is anchored from bead to bead and is independent of criss-crossed steel cable tread plies (B-C-D), which are cushioned and locked together with specially developed Goodyear rubber compounds. The triangular arrangement of the multiple tread reinforcing plies forms a steel belt or hoop which rolls on the road, preventing the tread surface from squirming and scrubbing.



# GOOD YEAR

THE WORLD OVER, MORE TONS ARE HAULED ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

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In just 30 seconds any kind of load can be lifted from the truck and deposited in the exact spot where it is needed . . . and it's all done under the finger-tip control of the driver sitting in his cab.

For a thousand-and-one jobs Marrel is a 'must' . . . the only mobile crane that is also a **Load Carrier**.

**Contractors** use it for moving plant and machinery from site to site, handling gravel, ballast and a host of other materials.

**Railways** use it for quicker loading and unloading of heavy articles.

**Industry** throughout the world is using it more and more for the easy handling of heavy, bulky and otherwise unwieldy loads.

*The model illustrated is the Standard Multi-Crane Unit on a Bedford chassis supplied to Forest Engineering Pty. Ltd., of Johannesburg for GENERAL USE*

<b>CRANE LOAD</b>	<b>3 tons 10 cwt</b>
<b>PAY LOAD</b>	<b>7 tons</b>

## MARREL Multi-Crane Unit



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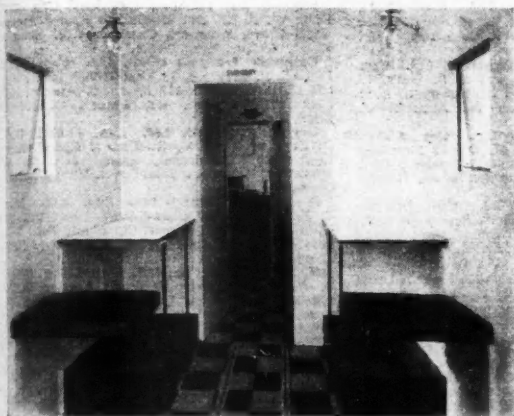
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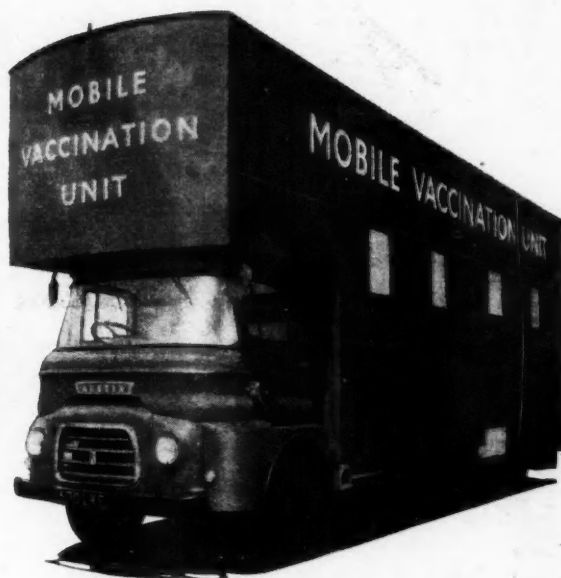
than with a commercial vehicle. In theory, at least, this might imply even more regular servicing and, therefore, a reduced period of availability for use. This, of course, would be totally unacceptable to a chief executive, who would expect his car to be available virtually at all times.

There would, moreover, seldom be the opportunity to solve this problem by arranging maintenance to be carried out at

night, as is often done with commercial vehicles, because such cars would invariably be used on home-to-office journeys. Apart from a policy of hiring cars, in which the contractor is clearly understood to be responsible for providing substitute cars whenever required, the only alternative is frequent replacement, thus eliminating the need for maintenance other than washing and a minimum of servicing S.B.



(Above) This picture of the mobile vaccination unit built by the Folkestone Motor Co., Ltd., was taken looking forward from the reception area and shows the surgery and the hatch of the sterilization unit. Gas and electric lights are provided. (Right) The unit is based on an Austin 7-ton chassis with 1,700-cu.-ft. body.



## Mobile Vaccination Unit Built in 28 Days

COMPLETED within 28 days of the order having been placed, a fully equipped mobile vaccination unit was handed over to Dr. A. M. Brunton, medical director, Pfizer, Ltd., in Folkestone last week. The unit is based on an Austin 7-ton oil-engined chassis with a 1,700-cu.-ft. pantechnicon body, and the construction was by the Folkestone Motor Co., Ltd., members of the Henly Group.

The unit is 25 ft. 9 in. long, 13 ft. 2 in. high and 7 ft. 6 in. wide. It is divided into three parts—a reception area, surgery and a sterilization section. The reception area is at the rear and measures 9 ft. by 7 ft., although this area is enlarged by 6 ft. by 4 ft. when the tailboard is lowered. A roof and side-screens enclose the tailboard area, and aircraft-type steps with guard rails lead up to the tailboard.

The surgery also measures 9 ft. by 7 ft., and contains a stainless-steel sink unit and gas water-heater. A door from the surgery leads to an external platform for which a portable set of aircraft steps is provided. Up to three doctors and a nurse can work in the surgery.

The sterilization section at the front of the vehicle measures 5 ft. by 7 ft. and contains another stainless-steel sink and water-heater. Ahead of it is the Luton head, which contains an

Electrolux gas refrigerator, two 30-gal. water tanks, a small electric generating plant for recharging the vehicle batteries when an external source of supply is not available, together with hose pipes and electric cable.

Gas is supplied by six 32-lb. Calor-gas cylinders slung pannier-fashion from the chassis frame beneath the reception area. These supply gas radiators in addition to the water-heaters. Waste water passes into three galvanized tanks beneath the sterilization-section floor.

To help to cut the time of construction to a minimum, Mr. J. M. Rees, service director of the Folkestone Motor Co., decided to use as many prefabricated body items as could be obtained. Thus, the side door is a conventional house door panelled with aluminium, the water tanks are similar to those used in houses, and the Crittall frosted side windows are also domestic components.

The unit is being made available generally to medical officers of health as from this month, and is intended initially for anti-polio injections. It can be used in the event of any local outbreak of disease, or for anti-influenza campaigns, particularly where normal surgery accommodation is not readily available.

A NEW passenger-vehicle body-heating system dispensing with individual fan units has been developed by Clayton Dewandre Co., Ltd., to meet B.E.T. requirements, and has been installed in the Leyland Tiger Cub with Park Royal body operated by the Western Welsh Omnibus Co., Ltd. (*The Commercial Motor*, June 24).

Use is made of the vehicle radiator, and air is passed through this to warm the passenger compartment, the flow being con-

## Heating System Without Separate Fans

trolled by three valves regulated by thermostats. When the engine is cold, a flap in the ducting to the radiator is closed to induce rapid warming-up of the engine. When the coolant temperature reaches 160° F., flaps in the body open so that air is drawn from the saloon through the radiator and back into the saloon.

When the desired saloon temperature (say 55° F.) has been reached, the air-intake flap is adjusted so that fresh air is drawn through the radiator. When the body temperature reaches a second predetermined value (say 65° F.), the flaps are actuated again so that air is drawn from the saloon.

This encourages cool, fresh air to be drawn into the saloon via roof apertures, so keeping the interior temperature within reasonable limits.

## Micrograms . . .

**New Office:** A new branch office has been opened in the Pearl Assurance Buildings, Bradford, by the Mercantile Credit Co., Ltd.

**Ramp at Sheffield:** A spiral vehicle ramp controlled by traffic lights to give access to the loading area of Castle Hill market, Sheffield, is to be constructed.

**Wakefield Name Change:** Subject to formal approval of the Board of Trade, C. C. Wakefield and Co., Ltd., will be known as Castrol, Ltd., from August 2.

**Vendo Sales Expand:** Following an expansion within the Vendo division of Joseph Sankey and Sons Ltd., the sales department have moved to 168 Regent Street, London, W.1.

**Offer for Perfecta:** Hall Engineering (Holdings), Ltd., have agreed to make an offer for the £400,000 capital of Perfecta Motor Equipments, Ltd., which is valued at more than £3.1m.

**Service Division Change:** The Chaseside Engineering Co., Ltd., have announced that Lancashire and Yorkshire service inquiries will be dealt with at Philips Road, Blackburn, Lancs.

**P.T.A. Dinner:** The annual dinner of the Public Transport Association will be held at the Connaught Rooms, Great Queen Street, Kingsway, London, W.C.2, on Thursday, November 10.

**Fighting Fund:** A fund to finance opposition to parts of the new Leeds Traffic Regulation Order, in the event of an official inquiry, is being built up by Leeds Chamber of Trade.

**Branch Office:** Some 10 branch offices are now operated in Great Britain by F&G Bearing Co., Ltd., following the opening of offices at 36 Mansel Street, Swansea, and 35 Call Lane, Leeds, 1.

**Japanese Factory in Ghana?** The Japanese motor manufacturing concern, Toyota Motor Co., Ltd., plans to establish an assembly factory in Ghana. On-the-spot investigations will take place shortly.

**50 Per Cent. More:** Some 12,213 commercial vehicles were produced in India between January and June this year, an increase of nearly 50 per cent. over figures for the corresponding period last year.

**Leyland Holidays:** The Lancashire factories of Leyland Motors, Ltd., are closed for the annual holidays until August 1. Service facilities are being maintained by the headquarters' organization.

**Tenders Invited:** The Milk Marketing Board for Northern Ireland has invited tenders for the supply and delivery of five new Albion 5-tonners. Forms of tender and specification may be obtained from the general manager, Castlehill Road, Belfast.

**Distribution by Tanker:** Distribution of all types of fuel to South Wales and parts of Herefordshire and Gloucestershire, will be undertaken by road tankers when the new bulk terminal of the Mobil Oil Co., Ltd., at Barry, Glamorgan, begins operations next year.

**Coventry Economies:** Plans to abolish cheap early morning bus fares and to defer the purchase of new buses for a year have been made by Coventry Transport Committee. They hope that these proposals will avoid an annual loss of about £61,000 which is faced for the next three years.

**New Subsidiaries:** At a cost of £117,000, Joseph Cockshoot and Co., Ltd., have purchased the entire share capital of Stamford Motors, Ltd., Mel Engineering Co., Ltd., and T. Eadington and Sons, Ltd. The freehold premises of Stamford Motors, Ltd., at Ashton-under-Lyne, have also been acquired.

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## New Transport Companies

**Buways Haulage, Ltd.** Cap. £100. Subs: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec: T. A. Herbert.

**Northern Passenger Facilities, Ltd.** Cap. £500. Subs: M. R. Chettleburgh and O. I. Chettleburgh, Merravay, Hill Avenue, Wickford. Sec: M. R. Chettleburgh.

**Denis Brown and Son (Nailsworth), Ltd.** Cap. £1,000. Subs: A. M. Evans, 14 Watson Road, Moxley, Darlaston, and S. A. Rogers, The Cleves, Orton Lane, Wombourn.

**W. J. Higman and Son, Ltd.** Cap. £1,000. Dirs: W. J. Higman and E. E. Higman, Penince Farm, Par, Cornwall. Sec: J. G. Sharpe. Reg. office: Penince Farm, Par.

**T. Wilkinson and Sons (Transport), Ltd.** Cap. £6,000. Dirs: F. W. Wells and L. B. Wells, 17 Geneva Avenue, Southbourne, Bournemouth. Sec: F. W. Wells. Reg. office: 192 Alma Road, Bournemouth.

**T. Cox (Heaton Norris), Ltd.** Cap. £3,000. Dirs: T. Cox, R. Cox and H. Cox, 7 Silverdale Road, Heaton Chapel, Stockport, Cheshire. Sec: R. Cox. Reg. office: 34a Gordon Street, Heaton Norris, Stockport.

**Alfred Hymans (Rippon), Ltd.** Cap. £20,000. Dirs: M. A. Hymans, The Lilacs, Burton Leonard, near Harrogate, and F. Whincup, Hayes Farm, Burton Leonard. Sec: D. Harrison. Reg. office: The Lilacs, Burton Leonard.

**Keer Brothers, Ltd.** Cap. £5,000. Dirs: Amos Keer, 47 Huddersfield Road, Dorton, near Barnsley; Aubrey Keer, 26 Barnsley Road, Dorton, and Ronald Keer, Sec: M. A. Tildley. Reg. office: 47 Huddersfield Road, Dorton.

**D. Parrott, Ltd.** Cap. £1,000. Dirs: D. Parrott and P. M. Parrott, 7 Victoria Road, Chelmsford, Essex, and J. T. Parrott and J. E. Parrott, 9 Victoria Square, Chelmsford. Sec: P. M. Parrott. Reg. office: 7 Victoria Road, Chelmsford.

**Grimwood's Transport, Ltd.** Cap. £5,000. Dirs: H. Grimwood, 70 Wick Road, London, S.E.20. A. J. Grimwood, 29 Ashleigh Road, London, S.E.20, and D. G. Grimwood, 36 Copse Avenue, West Wickham, Kent. Sec: M. C. Leftwich. Reg. office: Hampton Road, West Croydon, Surrey.

**Heytrails Haulage, Ltd.** Cap. £100. Subs: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec: T. A. Herbert.

**Lowe's Removals, Ltd.** Cap. £5,000. Dirs: P. O. Sweeney, 81 Whitechurch Road, Chester, and C. W. de Haas, 28 Gressy Road, Boughton, Chester. Sec: C. W. de Haas.

**Campbell's Removals, Ltd.** Cap. £200. Dirs: S. H. Samuel and I. W. Samuel, 1a Pattens Lane, Rochester, Kent. Sec: I. W. Samuel. Reg. office: 1a Pattens Lane, Rochester.

**Stepping Hill Transport Co., Ltd.** Cap. £100. Dirs: W. E. Hill and M. Hill, 50 Reecey Avenue, Hazel Grove, Stockport, Cheshire. Reg. office: 50 Reecey Avenue, Hazel Grove.

**Campbell's Transport (Hull), Ltd.** Cap. £7,500. Dirs: S. P. Goldbers, 32 Meadowbank Road, Hull, and C. T. Campbell, 112 Brunswick Avenue, Hull. Sec: C. T. Campbell. Reg. office: 238 Holderness Road, Hull.

**Draper's Transport, Ltd.** Cap. £1,000. Dirs: D. C. Draper and V. G. Draper, Coach House, Kille Road, Thundersley, Essex. Sec: E. W. Matthews. Reg. office: Flint Street, West Thurrock, Grays, Essex.

**B. and S. Transport, Ltd.** Cap. £100. Dirs: B. E. Edmonds, 27 Manor Way, Chingford, and G. M. Hopton, 11 Bosgrove, Chingford. Sec: B. E. Edmonds. Reg. office: 8 Hall Lane, South Chingford, Essex.

**H. F. Bates and Son, Ltd.** Cap. £1,000. Subs: G. Blunt, 72 Finsbury Pavement, London, E.C.2, and R. Meyer, Firs, Hillbridge Road, Rayleigh, Essex. Sec: R. Meyer. Reg. office: 72 Finsbury Pavement, London, E.C.2.

**W. W. Evans, Ltd.** Cap. £100. Dirs: W. W. Evans, K. A. Evans and A. G. Evans, 23 Belmont Rise, Cheam, Surrey, and R. Evans, 38 Kingscroft, Kings Avenue, London, S.W.4. Sec: L. J. Thomas. Reg. office: 5 Gordon Grove, London, S.E.5.

**A. King and Sons (Transport), Ltd.** Cap. £5,000. Dirs: C. V. King, 103 Lawn Avenue, Great Yarmouth, A. King, Cornercroft, Winterton, Norfolk, and J. King, White Lodge, E. Wymondley, Norfolk. Sec: H. M. Mills. Reg. office: 110 Bar Street, Norwich.

## Municipal Opportunities

Congleton Borough Council require a 30-cwt. trailer.

West Riding County Council seek to obtain two gully-emptiers.

Corby Urban District Council wish to buy a Bedford 15-cwt. van.

Newcastle upon Tyne City Council wish to buy a Dennis gully-emptier.

Dorking and Horley Rural District Council wish to obtain a 2-ton tipper.

Stretham Highway Committee have approved the purchase of a Lewin sweeper.

Darlington Corporation seek to acquire an ambulance from Herbert Lomas, Ltd.

Whitstable Health Committee seek tenders for the supply of a Karrier refuse collector.

Worcester City Council are recommended to buy a Land-Rover from Messrs. W. L. Cotton.

Preston Corporation are to buy three refuse collectors from Cuddeon Motors, Ltd., and four more from Dunderdale and Yates, Ltd.

Wakefield Parks Committee wish to acquire a Land-Rover from Glovers of Ripon, Ltd., and an Austin 15-cwt. Omnivan from Westgate Motors (Wakefield), Ltd.

Weymouth Corporation advise that Lee Motors, Ltd., should supply a Bedford-Eagle gully-emptier, a Bedford-Gibson refuse collector, two Bedford 3-tonners, and a Bedford 15-cwt. van.

Rotherham Highways Committee seek to obtain a gully-emptier, an Albion-Claymore refuse collector and an Austin A35 van. The transport committee have accepted a tender for the supply of three A.E.C. Bridgemaster 70-seat buses.

Castleford Corporation are to buy a Dennis gully-emptier.

Dewsbury Health Committee wish to buy a 1-ton and a 5-7-cwt. van.

St. Albans City Council are recommended to buy six Dennis Paxit Major refuse collectors.

Doncaster Health Committee seek to buy two ambulances from Kennings Motors, Ltd.

Hertford Corporation are recommended to buy a Land-Rover from the Hertford Motor Co., Ltd.

Ilford Borough Council wish to acquire four Karrier Gamecock refuse collectors from Kay Powell, Ltd.

Leiston Corporation are recommended to purchase four refuse collectors from Glover, Webb and Liversedge, Ltd.

Hull Works Committee have authorized the purchase of a tower wagon from the Triangle Motor Co., Ltd.

The cleansing committee are recommended to buy seven Bedford-Eagle refuse collectors, a Bedford-Scammell 6-tonner and two Eagle low-loading trailers from Thompson of Hull, Ltd., also five S.D. refuse collectors and an S.D. gully-emptier.

Liverpool Fire Services Committee are advised to buy four Dennis fire appliances. The watch committee wish to purchase three Austin 15-20-cwt. vans from Voss Motors, Ltd.

The water committee seek to buy a Thames 3-tonner from A. W. Webb, Ltd., a Commer 7-tonner from Messrs. Roy Evans, and a Land-Rover from J. Blake and Co., Ltd.

The health committee recommend the purchase of two Morris-Appleyard ambulances from W. Watson and Co. (Liverpool), Ltd.

## Profit and Loss

**The George Cohen 600 Group, Ltd.** £785,071 group profit after £788,244 tax. Year's dividends 13 per cent.

**E.R.F. (Holdings), Ltd.** £99,192 net profit after £82,330 tax. Year's dividends 25 per cent. Capitalization of £150,000 of reserves proposed.

**Birmingham Transport Department** £98,038 profit. Total expenditure £7,281,287 (37,811d. per bus-mile); total income £8,306,534 (43,135d. per bus-mile); surplus for appropriation £298,038. Passengers 455m. Mileage 46m.

Because of an acute pressure on space, it has been necessary to hold over the review of new patents which normally occupies this page.

**Frank G. Gates, Ltd.** £149,507 profit before £74,641 tax. Year's dividend 10 per cent.

**W. P. Butterfield, Ltd.** £157,256 group net profit after £126,748 tax. Year's dividends 15 per cent.

**Vokes, Ltd.** £536,065 group profit before £225,022 tax. Year's dividends 18½ per cent., including 3 per cent. bonus.

**Clifford Motor Components, Ltd.** £424,402 group net profit after £384,654 tax. Year's dividends 25 per cent., including 2½ per cent. capital distribution.

**Wolverhampton Transport Department** £47,393 net surplus. Trolleybuses: Total working expenses £768,677 (32,931d. per vehicle-mile); total revenue £916,494 (39,264d. per vehicle-mile); net revenue balance £147,816. Motorbuses: Total working expenses £677,113 (31,842d. per bus-mile); total revenue £669,998 (31,507d. per bus-mile); net revenue deficit £7,115. Mileage: Trolleybuses 5.6m.; motorbuses 5.1m.

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# WINTER OR SUMMER PETROL OR DIESEL

## See how you save with

Transport operators everywhere are rapidly changing to today's finest engine oils—the new SAE 10W/30 BP ENERGOL MULTIGRADE oils designed specifically for use in engines in good mechanical condition. You too can now use one oil all the year round even on mixed fleets of petrol and diesel vehicles—and just see what you save!

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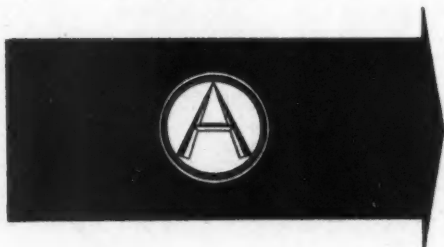


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Two L 1786 models recently supplied to  
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With the introduction of the new Gardner 6LX engine of 150 b.h.p. on any model from 14 tons GVW upwards, the Atkinson/Gardner combination provides *power* with *economy*. One operator recently reported his Atkinson eight-wheel tanker powered by the 6LX engine and loaded to 24 tons gross was returning a fuel consumption figure of 12.17 m.p.g. Each Atkinson is custom built for your routes and loads, so why not contact us or one of our distributors; you'll be surprised at the saving a Gardner engined Atkinson can give you primarily on fuel consumption and maintenance.

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## CLASSIFIED

THE  
COMMERCIAL  
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## ADVERTISEMENTS

**PRESS DAY.** Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY**. Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

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**HEAD OFFICES:** Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

**BRANCH OFFICES:**

Baylis House, Hurst St., Birmingham, 5. Telephone: Midland 6616.  
50, Hertford St., Coventry. Telephone: Coventry 27414.  
1, Brazennose St., Manchester. Telephone: Deansgate 6114-8.  
12, Renfield St., Glasgow. Telephone: Glasgow Central 1412.

## GOODS VEHICLES FOR SALE AND WANTED

## USED GOODS VEHICLES

**A.E.C.**  
A.E.C. Matadors, 4 x 4 heavy-duty power winches, air brakes, unregistered, A.E.C. unregistered chassis and cab, reconditioned throughout, T. L. 25 Wellington Rd., Handsworth, Birmingham, Northern 0832. 866-115

**BIRDS COMMERCIAL MOTORS, LTD.**  
BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.  
Phone 3222-3-4 and 2136. Grams, "Quicksale."

**QUANTITY A.E.C. Matador chassis and cab super-structure, very low mileage, make excellent tipper.**  
ONE A.E.C. 4 x 4 Matador, as-new condition, new cab, ready in 14 days.

**FURTHER PARTICULARS AND PRICES ON APPLICATION.** 866-206

**A.E.C. Matador 4 x 4s, unregistered, new batteries, spare wheel, good running order, £800 each.**  
L. W. VASS, LTD., Amptill, Bedford. Amptill 3255. 866-267

**1956 A.E.C. 8-wheeler, double drive, air brakes, 254ft. platform body, 10.00 x 20 tyres, 26 in an exceptionally good vehicle with many extras.** 0.80

**1955 A.E.C. 8-wheeler, 9.6 engine, double drive, air brakes, 25-ft. duralumin body, in very good order.** £1,550.

**1954 A.E.C. 8-wheeler tipper, 9.6 engine, air brakes, in good running order, £1,600.**  
Also a number of other good A.E.C. vehicles in stock.

**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 174. 866-332

**1954 8-wheel flat, 9.6 engine, approx. 10,000 miles, air brakes, excellent runner, £850. 4 Carothers** R., Liverpool, 3. Central 2047. 866-467

**1955 Registered A.E.C. 8-wheeler tipper, double-dropped alloy body, clean appearance, £950. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Van.** 866-552

**ARLINGTON MOTOR CO., LTD., offer:-**

**1957 Mercury Mk. II 21-ft. aluminium platform body.**  
**1958 Mercury Mk. II with 21-ft. wooden drop-side body.**

**ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 866-492**

**A.E.C. Wanted**

**TWO A.E.C. 6 x 6 and one 4 x 4 wanted. C.V.S., Ltd., Scotchman Lane, Morley, Leeds.** 222-687

**A.E.C. Refueller, ex-W.D., 2,500-gal. tanks, tankers or chassis, Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 222-635**

**A.E.C. Twin Steer, late model. Replies to Box CM6014, care of "The Commercial Motor."** 866-87553

**ALBION**

**1958 (Late) ALBION Claymore CLJN underfloor, fitted Homalloy fibreglass cab and platform, excellent throughout, guaranteed. Leonard Beer and Co., Ltd., Southampton. Phone Totton 2624. 866-8849**

**1955 ALBION (Claymore) 5-ton, 18-ft. 6-in. platform body, new tyres, in perfect order, £435. Edgware 866-138**

**1953 Chieftain long-wheelbase platform, £475.**

**1953 Chieftain tractor, fifth-wheel coupling, £325.**

**1952 Clydesdale medium-wheelbase tipper, 8-cu.-yd. alloy body, £475.**

**YOUR old Albion or Leyland taken in part-exchange for new.**  
**J. HUDSON, Bawtry 362. 866-333**

## Used Goods Vehicles (contd.)

**BROWNHILLS MOTOR SALES.**  
LEYLAND, ALBION, SCAMMELL.

**EARLY delivery of new ALBION Reivers.**  
**SEE our advertisement under Used Goods Vehicles Unclassified.**

**BROWNHILLS MOTOR SALES.**  
WATLING STREET (A5) BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 866-193

**1941 ALBION 8-wheel chassis and cab, complete and in run-in order, £135. H.B.H. Motors, Ltd., Mill St., Colnbrook 2741. 866-313**

**ALBION HD57, new 26 12-52, 8-wheeler, complete with 3,000-gallon tank. Colclad insulated steam coil, £1,550. MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Bell 0073. 866-303**

**1957 ALBION Reiver 6-wheel platform lorry, Leyland engine, £1,250.**

**1955 ALBION Reiver 6-wheel platform lorry, Albion engine, £1,000.**

**1957 ALBION Reiver 6-wheel platform lorry, Albion engine, £1,100.**

**MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Bell 0073. 866-301**

**SPARSHATT'S offer:-**

**ALBION Reiver 10-ton chassis-cab with all-alloy 22-cu.-yd. end-tipping body, first registered September, 1958, excellent condition, £2,850.**

**J. H. SPARSHATT, LTD., London Rd., Hilsca, Portsmouth. Phone, Portsmouth 90361. 866-395**

**1950 ALBION HD53 chassis and cab, good runner, cab damaged, £295.**

**1951 Chieftain, 17-ft. platform, £275.**

**ABBOTT MOTORS, East 1132. 866-391**

**1955 ALBION Chieftain long-wheelbase power tipper, £585. Taxed year. Walter Walker (Ecclefield), Ltd., Ecclefield, near Sheffield. Phone, Ecclefield 3667. 866-476**

**1951 ALBION HD tractor unit, fifth-wheel coupling, 6-cylinder, 9.9-litre engine, 5-speed box, full air brakes, 18 ft. in the well, 20-ton low-loader trailer, 4-in-line knockout assembly, very clean, £1,500. Part-exchanges, Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Note. 866-551**

**ALBION 1954 Chieftain, 4-cylinder diesel, 5-speed gear-box, platform lorry, £160.**

**BAYLISS, Timberham Works, Lottfield Heath, Crawley, Surrey. Horley 4536. 866-510**

**Albion Wanted**

**WANTED to purchase, ALBION heavy 4-wheel trucks, model HD53, fitted 9.9 engine. Box CM5431, care of "The Commercial Motor."** 866-642

## CLASSIFIED ADVERTISEMENTS

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## Used Goods Vehicles (contd.)

**ATKINSON**

**THE NIGHTINGALE ENGRG. CO. LTD.**  
THE LONDON DISTRIBUTORS FOR  
ATKINSON.

**ALL MODELS, COMPLETE SALES AND SERVICE AT BALHAM, S.W.12.**  
Bat 2193 (five lines). 222-737

**ATKINSON tractor lime spreader, new condition, £100. Claydon (Suffolk) 377. 866-53**  
**1950 ATKINSON double-drive 8-wheeler, being dismantled, all parts available. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Note. 866-550**

**RYLAND GARAGE, LTD.,**  
MIDLAND DISTRIBUTORS.

**1957 ATKINSON 8-wheeler, 6LW, with new 24-ft. platform body, automatic lubrication, good tyres and repainted, one careful owner—a recommended vehicle.**

**SEVERAL 8-WHEELERS ALWAYS AVAILABLE.**

**RYLAND GARAGE, LTD.,**  
RYLAND STREET,  
BIRMINGHAM, 16.  
Edgbaston 4501-5. 866-48

**ARLINGTON MOTOR CO., LTD. offer:-**

**1957 ATKINSON 8-wheeler, 40 x 8 tyres, air brakes, 11.3 A.E.C. engine, choice of three.**

**1955 Model SNO 1484 with wooden platform body. Gardner 6LW engine, double drive.**

**ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 866-484**

**AUSTIN**

**AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre.**

**L. W. VASS, LTD., Amptill, Bedford. Amptill 3255. 222-912**

**CAR MART, LTD.**

**SIX MONTHS' GUARANTEE WHERE STATED.**

**1956 AUSTIN 3-ton B.M.C. diesel Luton van (approximately 1450 cubic ft.), £695.**

**1958 AUSTIN 10-cwt. 101 van, guaranteed, £295.**

**1959 AUSTIN A35 van, 10,000 miles, guaranteed. £365.**

**1955 AUSTIN A40 utility, £255.**

**1956 AUSTIN 5-ton B.M.C. diesel forward-control long-wheelbase drop-side truck, £475.**

**1958 AUSTIN forward-control petrol Scammell tractor unit with 24-ft. 6-7-ton platform trailer, fitted with special display body, 9,000 miles, guaranteed. £1,165.**

**1958 AUSTIN A50 Martin Walter Utilicon, guaranteed, £625.**

**1957 AUSTIN LDO1 1-ton B.M.C. diesel van, £465.**

**THE CAR MART, LTD.**

**WELSH HARP.**  
EDGWARE ROAD, N.W.9.  
Hendon 6500. 866-63

**UNREGISTERED AUSTIN 4-ton diesel long-wheelbase drop-sided lorry, mileage 18,000, own vehicle used for collection of spares, £785. Pryn and Stevens, Ltd., 57 Acre Lane, Brixton, S.W.2. Bri 1155 and 7492. 866-198**

**A33**

Used Goods Vehicles (contd.)

**MARSTON MOTOR CO. LTD.**

SEVEN SISTERS ROAD, TOTTENHAM,  
LONDON, N.15.

Phone, Stamford Hill 8000.

OFFER FROM STOCK

**NEW LUTON VANS**

FOR

**IMMEDIATE DELIVERY.**

**1955** AUSTIN 3-ton 3.4 diesel 1,000-cu.-ft. Luton van, a reconditioned engine has been fitted and comprehensive mechanical overhaul completed.  
**1955** AUSTIN A40 van, green, £255. 866-178

**1955** AUSTIN B.M.C. diesel 3-ton long-wheelbase truck, in nice condition. £275. Edgware 2572. 866-142

**A**USTIN 5-ton diesel prime mover, low mileage, June 1958, fitted with a Scammell coupling, 700 x 20 tyres, used by C-licence operator only, in very clean condition throughout, Dartmouth Garage, 384-386 High St., West Bromwich. Wcs 2441-6. 866-228

**1957** AUSTIN 152 pick-up, very nice condition, low mileage.  
**COOMBS SERVICE STATION, LTD.,** By-pass Rd., Guildford. Phone 62962. 866-502

**1950** AUSTIN Loadstar 5-ton drop-side truck, £85.

STOCK ALWAYS CHANGING. WHY NOT GIVE US A RING. WE MAY BE ABLE TO HELP.

TERMS AND EXCHANGES.

**COTSWOLD HAULAGE,**

(SALES),

EAST STREET,

FARNHAM, SURREY.

Phone, Farnham 4049, day or night. 866-522

**A**USTIN B.M.C. 1957 model 5-6-ton 16-ft. drop-side diesel truck, on good 7.50 x 20 tyres, one owner from new, £495; also Bedford S-type 7-8-ton long-wheelbase chassis and cab with B.M.C. 5.1-litre diesel conversion, £295. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 1480. 866-288

**1957** AUSTIN 5-ton, B.M.C. diesel 6-cylinder, Scammell articulated 16-ft. Eagle trailer, box body, £395.  
**CLAPTON MOTORS,** 64-70 Kenninghall Rd., Clapton, E.5. Amherst 4606. 866-295

**1959** 10-cwt. model 101 van, in very clean condition. Brew Bros. Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 866-319

**DAWNIE MOTORS, LTD.,**

LATTENHAM CORNER,

EPSOM DOWNS.

Burgh Heath 7117 and 7118.

**NEW** AUSTIN Omnicouch primer, immediate delivery.

**NEW** AUSTIN 30-cwt. drop-side truck, immediate delivery.

**NEW** AUSTIN Omnivan, primer, immediate delivery.

**1958** AUSTIN 10-cwt. 101 van, £325.

**1958** 10-cwt. A55 van, £350.

**1958** AUSTIN 15-cwt. van, low mileage, £325. 866-366

**DODGE** distributors and AUSTIN main dealers.

**1957** AUSTIN 15-cwt. pick-up, low mileage, immaculate condition, £340.

**1955** AUSTIN 1-ton van, £275.

**1951** AUSTIN pick-up, good condition, £135.

**1947** AUSTIN 800-cu.-ft. Luton van, £145.

**COOMBS COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 866-310

**1959,** August, AUSTIN A50 van, green, one owner, £385.

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**A**UTO SALES AND SERVICES, LTD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 866-379

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**1952** BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.

**1951** BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.

**1954** BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.

**1952** BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.

**1953** BEDFORD 5-ton short-wheelbase tipper, petrol, £100.

**1953** BEDFORD 7-ton short-wheelbase tipper, petrol, £250.

**1952** BEDFORD 5-ton long-wheelbase furniture van, petrol, excellent order, £225.

**C**ONFIDENTIAL hire-purchase terms. Part-exchanges.

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**W**E always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.

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**1954** BEDFORD 35-cwt. truck, £245.

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**1953** BEDFORD 3-ton truck, maroon, £295.

**1956** BEDFORD 5-ton short-wheelbase tipper, £425.

**1955,** December, BEDFORD 7-ton truck, R6 diesel, grey, £345.

**1955** BEDFORD 7-ton truck, £450.

**1952** BEDFORD 7-ton short-wheelbase U tipper £250.

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**NEW** BEDFORD 12-ton forward-control tractor unit, 351 Leyland, fitted Scammell coupling, £1,722 10s. 6d.

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**1957-56-54** BEDFORD CA vans, from £300.

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**1955** BEDFORD 5-ton platform, £425.

**1955-56** BEDFORD 5-ton short-wheelbase petrol tippers, choice of three from £350.

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**1958** Model BEDFORD 7-ton long-wheelbase 0350 diesel twin ram tipper, wooden drop-side body, excellent condition, good value at £900.

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**Arthur Wheeler, Ltd.,** 45-47 Watcroux Rd., Epsom. Phone, Epsom 4505. 866-70

**1957** BEDFORD CAV 10-12-cwt., blue, £285.

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**1953** BEDFORD-SCAMMELL 10-ton S-type, much attention, Sheppy Glue, Horley 967. 866-62

**1955** BEDFORD 7-ton, R6 engine, alloy platform £495. Hamblins Garages, Rectory Rd., Rushden. 866-125

**1954** Long-wheelbase BEDFORD tipper, Perkins B6 engine, very clean, £350. 1954 long-wheelbase truck, Meadows diesel engine, ready for work, £225. Dobson's, Ivy House, Levens, Kendal. Phone, Sedgwick 238. 867-880

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**1953** BEDFORD 7-ton 7-yd. steel-body U tipper, £195.

**1953** BEDFORD 7-ton 6-yd. heavy-duty steel-body underfloor tipper, £185.

**1952** BEDFORD 7-ton long-wheelbase drop-side truck, ex Forestry Commission, very clean, £195.

**1952** BEDFORD 7-ton 6-yd. U steel-body under-floor tipper, £165.

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Used Goods V

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EARLY delivery,

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diesel truck, £695,  
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6-ton 150-in.-wheelbase  
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base tipper, twin-  
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ORS, L. TD.,  
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-cwt., blue, £285.  
bridge 0081.  
866-91.  
10-ton S-type, needs  
c. Horley 967.  
866-63.  
engine, alloy platform  
R, Rectory Rd. Rushden  
866-125.  
RD tipper, Perkins R6  
n, 1954 long-wheelbase  
ready for work, £225.  
ndal, Phone, Sedgwick  
867-480).

ULAGE,  
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heavy-duty steel-body  
ing-wheelbase drop-side  
mission, very good.  
U steel-body under  
£45,  
heavy-duty steel-body  
actor unit, Scammell  
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BODIES of light aluminium alloy with walk-in tail-  
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CONSTRUCTED by craftsmen—built to last.  
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SPECIAL quotations for larger bodies and other types  
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BEDFORD 7-ton forward-control 6-cu.-yd. tipper, diesel.  
BEDFORD 12-ton tractor unit, diesel.  
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MANY other models available.

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in good order, £450.  
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9.00 x 20 x 12-ply tyres, rear and spare, 2-speed axle,  
£1,498.  
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diesel engine, £1,286.  
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NEW VEHICLES 10% DEPOSIT.  
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hydraulic tipper, £285.  
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fitted 18-ft. drop-side body, £275 or terms  
arranged.  
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type tipping body, £395. H.B.H. Motors, Ltd.,  
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1956 BEDFORD, petrol, 5-ton long-wheelbase truck.  
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diesel, immaculate condition, £350. 11 Prescott  
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PERKINS DIESEL DISTRIBUTORS.  
1955 December, B.M.C. diesel-engined 7-ton  
medium-wheelbase truck with drop sides,  
power steering, Eaton 2-speed axle, one owner, £495.  
NEW 16-ft. 6-in. platform, body to suit, B.M.C., £100.  
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1951 MORRIS J-type van, 10-cwt. forward-control,  
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LOWEST H.P. Exchanges. Open Sunday mornings.  
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£475. A.B.A., Ltd., London 6595. 866-10  
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C-licence owner, perfect condition, £475. 17  
Pearl St., Sheffield 29139, 37529. 866-272  
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18-ft. drop-side body, 2-speed axle, power  
steering, in very nice order, £850.  
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drop-side body, power steering, 2-speed axle,  
in absolute immaculate condition, very low mileage, almost  
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LSD other good B.M.C. vehicles in stock.  
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Stevenage 174. 866-334  
B.M.C. N. W. 3-ton 8-cwt., body length 17 ft.,  
height 6 ft. 3 in., width 7 ft., with roller shutter doors  
side and rear forward control, 6-cylinder diesel, price  
£400; identical but without side doors, registered 1956,  
£450.  
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D. Phone, Aston 3467. 866-446  
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1957 7-ton diesel 18-ft. platform, 2-speed axle, heater,  
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WANTED, B.M.C. diesel Austin-Morris 1-ton 30-cwt.  
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ton, Leeds, 10. Phone 76809. 866-834

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KARRIER Bantam truck for sale, 1953, in very good  
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Motor." 866-87357  
1956, October COMMER TS3 diesel, double-drop-  
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1960 COMMER TS3 6-wheeler, 24-ft. platform.  
£2,550. Hamblins Garages, Rectory Rd.,  
Rushden 3211. 866-127  
1957 COMMER 7-ton medium-wheelbase truck,  
£850. Hamblins Garages, Rectory Rd., Rushden  
3211. 866-126  
1956 TS3, Rootes diesel, 18-ft. platform, recent new  
engine and gearbox, £650.  
1956 OX 7-ton, petrol, 18-ft. platform, £200.  
1951 OX, Eaton 2-speed, tractor unit with 22-ft.  
linker semi, £175.  
1955 Q2 3-ton 12-ft. drop-sider, heater, rough, £60.  
1954 QX 5-ton short-wheelbase Telchoist tipper, £150.  
YOUR vehicle taken in part-exchange—all new  
OPEN Sunday mornings.  
JOHN JORDAN, Routes Agents, Manor Garage,  
Sandy, Beds. Phone 271. 866-37  
1958 COMMER express delivery van, fitted rear fold-  
ing seat, one owner, excellent condition, £340.  
1954 COMMER 5-ton Superpetrol truck, chrome-bore  
engine, well maintained, £155. Reliance Motors  
(Chingford), Ltd., Hall Lane, Chingford, E.4. Silverthorn  
7077. 866-160  
1958 COMMER TS3 with Boys axle, bulk tipper,  
good condition, £1,950.  
SPARSHATTS, Millbrook, Southampton 72596. 866-170  
1951 COMMER OX, fitted Perkins P6 engine, alloy  
body, good condition, £195. Russell, 155  
Millbrook St., Northam, Southampton. Phone 36590.  
866-176  
NEW TS3 long-wheelbase platform truck, air brakes,  
power steering, immediate delivery.  
1957 May, TS3 long-wheelbase drop-side truck, low  
mileage, £695. 1950 (November) OX long-  
wheelbase chassis and cab, £75. Mansfield Autos, Ltd.,  
High Rd., Broxbourne, Herts. Hoddondon 4567. 866-182

COMMER diesel lorry for sale, 20-ton, platform, ready  
for work, £350. Vik 3249. 866-184  
SHELDON MOTOR SERVICES, 2119 Coventry Rd.,  
Sheldon, Birmingham, 26. Phone, Sheldon 4386-7-8.  
866-134  
£625. 1956 COMMER TS3 diesel standard drop-side  
125, tipper, very good condition, A and L  
Vehicle Supply Co., 27-41 Gravel Lane, Salford, 3.  
Phone, Manchester Blackfriars 1511. 866-265  
1955 December, COMMER TS3 diesel, 1,400 c.c.,  
Luton, metal body, 8.25 x 20 tyres, good con-  
dition, £725.  
CLAPTON MOTORS, 64-70 Kenninghall Rd., Clapton,  
C.E.5. Amherst 4006. 866-294  
1957 TS3 COMMER long-wheelbase tipper, £550, 17  
Pearl St., Sheffield, Phone, 29139, 37529. 866-273  
1952 COMMER 2-ton 4-cu.-yd. tipper, £445.  
COMBES COMMERCIAL (GUILDFORD), LTD.,  
Portsmouth Rd., Guildford, Surrey. Phone, Guild-  
ford 6297. 866-308  
COMMER, 10-ton 6-wheelers, 24-ft. platform, 9.00 x  
20 tyres, air brakes, etc., arctic tippers, van, etc.  
PARKSIDE GARAGE "The Comm People," Ilford  
0032. Prompt delivery. 866-109  
1956 COMMER 5-ton medium-wheelbase tipper,  
diesel, £350. Confidential hire-purchase terms.  
Part-exchanges, Graham Brothers (Motors), Ltd., The  
Commercial Sales Dept., 799 Chester Rd., Sireford  
Tra 3311 (ext. 11). Blackfriars 9935 (after hours). 866-416  
1956 COMMER TS3 diesel long-wheelbase platform  
truck, 18-ft. body, in good running order, £500.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts.  
Stevenage 174. 866-325  
1958 COMMER TS3 12-ton tractor, with fifth-wheel  
coupling, in excellent condition, £750. Walter  
Hair, Wresle, Briar, Lincs. Phone, Briar 3106.  
867-8749  
NOVEMBER, 1956, COMMER TS3 power tipper, long-  
wheelbase, alloy body, £600. Tased year, Walter  
Walker (Ecclefield), Ltd., Ecclefield, near Sheffield 4.  
Phone, Ecclefield 3667. 866-475

### Used Goods Vehicles (contd.)

**1957** COMMER 3-4-ton Superpoise vans, clean interior, coachbuilt body, standard cab, low mileage, excellent mechanical condition, works-maintained.  
**HIRE-PURCHASE.** Part-exchanges. Contay Motor Hire, Ltd., 164a Southwark Bridge Rd., S.E.1. Waterloo 6162-3. 866-528

**ARLINGTON MOTOR CO., LTD., offer:—**

**1956** COMMER TS3 chassis-cab, fitted large-capacity aluminium fuel tank, 18-in. flat, air new. £800. 4 Carruthers St., Liverpool, 3. Central 2047. 866-406

**ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 866-487**

### DENNIS

**1946** Max medium-wheelbase tipper, choice of two, £250. 866-487

**1953** P6, 18-ft. cattle container, £275. 866-487

**J. HUDSON.** Bawtry 362. 866-35

**DENNIS** Pax, 26-seater, perfect condition, repainted blue and cream, certificate of fitness May, 1962, £225. Apply: Halls Motor Service, Gt. Barford, Bedford, Phone, Gt. Barford 235. 868-8804

### R. A. JORDAN, L.T.D.,

MAIN DENNIS DISTRIBUTORS

(BEDS. CAMBS, PETERBOROUGH AND N. HERTS.)

**FOR** new and used commercial vehicles.

**1955** DENNIS 8-ton Centaur diesel, one owner.

**ALL** inquiries welcomed.

**PART-EXCHANGES.** H.P. terms.

**IVER WORKS,** Biggleswade, Beds. Phone, Biggleswade 2265(6). 866-159

**1950** DENNIS Pax platform body, 18 ft., very clean, cheap; choice of six.

**1951** DENNIS Pax boxvan, very clean, choice of six, cheap.

**H. A. DOLMAN, LTD.,** 215 North Rd., Southend-on-Sea. Phone 43262. 866-410

### DODGE

**1951** 105 P6 drop-side truck, superb condition throughout, low mileage, new tyres.

**SPARSHATT'S,** Millbrook, Southampton 72596. 866-174

**1956** DODGE 106-AF6 6-ton long-wheelbase platform, good tyres, repainted, Geo. H. Kendrick, Carter Green, West Bromwich 0778. 866-229

**DODGE** distributors and Austin main dealers.

**1952** DODGE 5-ton long-wheelbase drop-side truck, excellent condition, £200. 866-229

**1952** DODGE 1,350-cu.-ft. pantechnic, petrol, good condition, choice of two, £200. 866-229

**1954** DODGE 600-cu.-ft. boxvan, P4 diesel, good condition, £275. 866-229

**COOMBS COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 866-307

**1957** DODGE 106 P6, 9.00 x 20 tyres, 5-speed gearbox, in excellent order, £495, Chander Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 866-384

**DODGE** 5-6-ton 1955 model, P6 engine, Eaton 2-speed axle, 5-speed gearbox, long-wheelbase drop-side, whole machine in showroom condition, £400. 866-444

**D. EASTWOOD COMMERCIALS,** 27 Aston Rd., North, Birmingham. Phone, Aston 3467. 866-444

**1954** DODGE 145 R6, 18-ft. platform, suitable for cattle container, £450. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 866-536

### Dodge Wanted

**WANTED,** 1957-8-9 DODGE 3-ton or 5-ton platform lorry. K. and F. (Commercial), Ltd., Colehill, House, Atherton. Phone 2130 and 2166. 866-121

### E.R.F.

**1954** 4.4G, late-type cab, 18-ft. flat, air new, £800. 4 Carruthers St., Liverpool, 3. Central 2047. 866-406

**1953** E.R.F., dismantling all models, Langley Mill 2623. 866-547

**1950,** September, E.R.F. 6-wheeler, 22-ft. flat, 6LW K type engine, air brakes, £550, Justice (Underwood), Phone, Langley Mill 3182. Home 3625. 866-555

### FORD THAMES AND FORDSON

**NOVEMBER, 1958,** Thames 4D articulated unit, 10,000 miles only, excellent tyres, £675. Wicks, 172 Windham Rd., Bournemouth 37013. 866-9785

**1959** FORD Trader short-wheelbase, 14,000 miles from new, £895. Hamblins Garages, Rectory Rd., Rushden 3211. 866-124

**FORD** Trader 7-ton 1959 long-wheelbase drop-side truck, low mileage, 900 by 20 tyres, a very clean machine, £825. Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133. 866-108

**1956** 4D tractor and 24-ft. Carrimore trailer, £525. 866-108

**1959** 4D long wheelbase, 11,000 miles only, fitted with winch and special body for caravan towing, £1,075. 866-108

**1957** 4D long-wheelbase platform, £525. 866-108

**J. HUDSON.** Bawtry 362. 866-35

**THAMES** 1956 10-cwt. pick-up truck, £150. Sands, 40 Carlisle Lane, London, S.E.1. Waterloo 4781. 866-43

**1959** Trader/B.T.C. 25-ft. articulated FORD, owner driver, good condition, cheap for quick sale, £1,250. Phone, Newborough 288. 867-853

**FORD** Thames 4D 3-ton long-wheelbase drop-side trucks, 1958 and 1959, one owner, moderate mileage, in sound condition. Phone, Reading Automobiles, Reading 53021. 866-158

### Used Goods Vehicles (contd.)

#### WELLSTON MOTOR CO., LTD.

381-389 WEST GREEN ROAD, LONDON, N.15.

Phone, Bowes Park 6821.

**OFFER FROM STOCK**

**NEW LUTON VANS**

**FOR**

**EARLY DELIVERY.**

**1957** FORD Thames 4D 950-cu.-ft. pantechnic. 866-177

**TWO** 1959 5-ton long-wheelbase Traders, 6D diesels, guaranteed 13,000 and 18,000 miles, £775 and £810 each. 866-177

**1957** FORD 30-cwt. van, 4-cylinder petrol, immaculate condition, £225. 866-177

**PHONE, EDGWARE 2572.** 866-137

**1955** FORD THAMES 2-ton boxvan, good condition all round, roller-shutter back, £165. Ritz Motors, 204 Chase Side, Enfield. Enfield 8421. 866-162

**1957,** October, THAMES Trader, 6D, 5-ton, 15-ft. drop-side truck, £385 or terms arranged. 866-162

**1958** Thames Trader 6D 5-ton short-wheelbase tipper, steel body, Anthony Hoist gear, 8.25 x 20 tyres, £825 or terms arranged. 866-162

**HENRY EATON, LTD.,** 1017 Palmerston St., Ancats, Manchester. Phone, Ardwick 3146. 866-257

#### HUNTER VEHICLES, LTD.

290 SOUTHBURY ROAD,

ENFIELD.

Phone, Howard 4184.

**1954** FORD van, tyres, bodywork, mechanically, very good, one owner, taxed for year. Immediate delivery. Hire-purchase terms arranged. 866-381

**1959** FORD 7-cwt. van, with extras, very good condition, £340. 866-381

**1956** THAMES 5-ton long-wheelbase drop-side truck, P6, good condition, £400. 866-381

**COOMBS COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 866-306

**1959,** November, THAMES Trader 6D 7-ton long-wheelbase truck, 16-ft. body, small mileage, fitted with radio, heater, windscreen, etc., an exceptionally nice vehicle, £850. 866-381

**1959** THAMES Trader 6D 7-ton tipper, Anthony drop-side body and gear, in very good order, small mileage, £850. 866-381

**1959** THAMES Trader 6D tractor unit, 2-speed axle, S.A.E. coupling, clean and in very good order, £750. 866-381

**R. GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 174. 866-329

#### FRANK G. GATES, LTD.,

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

**1959** Thames Trader 3-ton truck, £625. 866-370

**1958** Thames 15-cwt. gown van, £350. 866-370

**1959** Late Thames Trader 6D, 7-ton platform, £975. 866-370

**1959** Late Thames Trader 6D, 6 x 2 County, platform truck, £1,575. 866-370

**1960** FORD Thames Trader, 5-ton 4D, 152-in. wheelbase, double-drop-sided truck, £875. 866-370

**1959** FORD Thames Trader, 7-ton 6D, 160-in. wheelbase, platform truck, £825. 866-370

**OAKTHORPE MOTOR CO.,** North Circular Rd., Palmers Green 1023. 866-358

**1959,** November, Trader 7-ton 6D drop-side truck, low mileage, £845. Jacquier, Ltd., 229 Hammermith Rd., W.6. Riv 6677. 866-339

#### GORDON KING MOTORS, LTD.,

FORD AND THAMES DEALERS.

**TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,170. 866-287

**TRADER** 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body as above, early delivery, £1,195. 866-287

**1956** FORD THAMES 4D 4-ton truck, £425. 866-287

**HIRE-PURCHASE** deposit now from 10%. 866-287

**ALL** THAMES models in stock for early delivery, any body built to your requirements. 866-287

**MITCHAM LANE,** S.W.16. Streatham 3133-4. 866-296

**1955** Thames 4D standard diesel 2-3-ton boxvan, sliding doors, very good, £245. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480; evenings, Cherrywood 4322. 866-287

**1955** FORD 4D diesel 5-ton drop-side truck, first-class condition all round, £190. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 866-457

**1957** Long-wheelbase 5-ton, 6-cylinder diesel, Thames Trader drop-side truck. 866-457

**COOMBS SERVICE STATION, LTD.,** By-pass Rd., Guildford. Phone 62962. 866-504

#### Ford Thames and Fordson Wanted

**WANTED,** FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 866-382

### Used Goods Vehicles (contd.)

#### GUY

**1951** GUY Otter, Gardner 4LK (2,500 miles only), Eaton axle, alloy sides to drop-side body, in above 1951 condition, £300. We will accept any sensible offer. 866-820

**HENLYS,** Austin House, Victoria St. Bristol 2771. 866-820

**1956** June, GUY Warrior long-wheelbase lorry, 20-ft. alloy body, good 10.00 x 20 tyres, 5-speed box, 2-speed axle, air brakes, unladen weight 4 tons 3 cwt. one owner, in very good condition, £695. 866-820

**FREDERICK RAY, LTD.,** Grovesbury Rd., Leighton Buzzard, Beds. Phone 2152 and 2241. 866-321

#### KARRIER

**1949** KARRIER Bantam tipper for sale, in good condition. Box CM6617, care of "The Commercial Motor." 866-2750

#### LAND ROVER

**ARLINGTON MOTOR CO., LTD., offer:—**

**1959** Petrol, 88-in. wheelbase, regular model, choice of two. 866-487

**ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 866-487**

#### LEYLAND

**1955** LEYLAND 8-wheeled tipper, 23 cu. yd., drop and cab, £1,800. 1955 LEYLAND 8-wheeled chassis, £1,300. 866-487

**T. McQUEEN,** 171 Sprotborough Rd., Doncaster. Phone, night, 65660; day Bawtry 338. 867-885

**1958** Registered LEYLAND Hippo 6 by 4 in really good condition, as new tyres, would make ideal crane chassis, £525. Edgware 257. 866-140

**1955** Comet, Bonalack 17-ft. 6-in. double drop-side body, £750. 866-140

**J. HUDSON,** Bawtry 362. 866-35

**1957** LEYLAND Comet normal-control medium-wheelbase tipper, large body, suitable for coal. 866-140

**RYLAND GARAGE, LTD.,** Ryland St., Birmingham. 16, Edgbaston 4501-5. 866-49

#### BROWNHILLS MOTOR SALES,

**LEYLAND, ALBION, SCAMMELL.**

**AUTHORIZED DEALERS.**

**1955** And 1954 LEYLAND Comet normal-control tipper, 14-ft. 6-in. coal body. 866-194

**EARLY** delivery of new LEYLAND Comets and Super Comets. 866-194

**SEE** our advertisement under Used Goods Vehicles Unclassified. 866-194

#### BROWNHILLS MOTOR SALES,

**WATLING STREET (A5), BROWNHILLS, STAFFS.**

Phone, Brownhills 2307, 2336 and 2392. 866-194

**1950** LEYLAND Beaver 600 engine, complete with steel timber trailer, £425. Dobsons, Ivy House, Levens, Kendal. Phone, Sedgwick 238. 867-864

**LEYLAND** Octopus, 1957, 3,500-gallon stainless-steel tank, insulated steam coil, £1,650. 866-384

**MILBURN MOTORS, LTD.,** 51-59 Millburn St., Bournemouth, N.I. Bell 0073. 866-384

**1954** LEYLAND Octopus 8-wheeler double-drum (Ecclesfield), Ltd., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 866-477

**ARLINGTON MOTOR CO., LTD., offer:—**

**1955** Octopus, wooden platform body, air brakes, very good tyres. 866-487

**ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 866-487**

**LEYLAND** Octopus 8-wheeler, flat-platform body recently fitted, 600 hp reconditioned engine unit, in sound condition, useful for spares or conversion, keen price, clean. Coppic Garage, Watling St., Dordon (A5), Tamworth. Phone, Polesworth 332 and 427. 866-354

#### MAUDSLAY

**1949** Mogul Mark II, 7.7, 18-ft. platform, new tyres, £250. 866-31

**JOHN JORDAN,** Manor Garage, Sandy, Beds. Phone 271. 866-31

**MORRIS AND MORRIS-COMMERCIAL**

**MORRIS-COMMERCIAL** 5-ton long-wheelbase diesel (Saurer) 1953 lorry, good condition, £195, any trial. 866-400

**CHASIDE** shovel, 1 yd., with P6 diesel, 1952, excellent working order, £195, any trial. 866-400

**HEADWAY SPARES,** Bordenley Green Rd., Birmingham, 9. Victoria 4933. 866-400

**1955,** October, MORRIS LD2 30-cwt. van, in very good condition, £255. Edgware 2572. 866-155

#### PALMERSTON OF KINGSTON,

**MORRIS AND MORRIS-COMMERCIAL RETAIL**

**DEALERS.**

**RELIABLE** used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS, LTD.,** 75-77 Penryn Rd. Kingston 5618. 866-540

**EX-W.D. 4 x 4** tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 866-400

**1957** July, MORRIS B.M.C. normal-control 5-ton tipper, recently completely overhauled, in excellent condition, £625. 866-400

**1957** MORRIS B.M.C. forward-control 7-ton long-wheelbase drop-side truck, recently fitted new engine and gearbox, £525. 866-400

**SPARSHATT'S,** Millbrook. Southampton 72596. 866-174

**1958** MORRIS 5-ton long-wheelbase diesel special bodied platform truck, 37,000, £730. L. F. Dove (C.V.), Ltd., 98 Lower Addiscombe Rd., Croydon. Surrey Addiscombe 3131. 866-400

4LK (2,500 miles only, to drop-side body, to accept any amount. 17, care of "The Cam 866-1541

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## Used Goods Vehicles (contd.)

**1958** MORRIS J2 van, good condition. £325.  
**1958** Reliance Motors (Chingford), Ltd., Hall Lane, Chingford, E.4. Silverthorn 7077. 866-161  
**1958** MORRIS 1-ton van, specimen condition, petrol. 866-829  
**1949** MORRIS-COMMERCIAL 2-ton van, petrol, good running order. £45. Confidential hire-purchase terms. Part-exchanges. Graham Brothers (Motors), Ltd., The Commercial Sales Dept., 799 Chester Rd., Tra 3311 (ext. 11). Blackfriars 9935 (after hours). 866-417

**RUTLAND**  
1955 December, 10-ton tipper A.E.C. AV 470 7-litre diesel engine, 2-speed rear axle, twin rear wheels, 10-yd. body, £485. University of Manchester, Phone, Ardwick 3416. 866-842

**SCAMMELL**  
1947 SCAMMELL 45-ton tug, late type engine with 100 bhp, with £100 worth of spares. £550. 866-143  
SCAMMELL 15-ton 8-wheel 25-ft. platform lorry, 6LW engine, 6-speed gearbox, £475 or terms arranged. HENRY EATON, LTD., 107 Palmerston St., Ancotes, Manchester, Phone, Ardwick 3416. 866-255

**ARLINGTON MOTOR CO., LTD., offer:-**  
1947 SCAMMELL coupling boxvan semi-trailer, 25-ton SCAMMELL 23-ft. 10-ton trailer. 866-498

**ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 866-498**

**SEDDON**  
1954 SEDDON flat, P6 engine, in sound condition throughout. £300 o.n.o. H.M.S., Austin House, Victoria St. Bristol 2757. 866-8840

1954 SEDDON P6 engine, 5-speed gearbox, coach-built cab, platform body, perfect condition, mechanical and bodywork, 475. Leonard Beer & Co., Ltd., Southampton. Phone, Totton 2624. 866-847

1953 SEDDON 7-ton platform, P6 engine, good tyres, excellent condition, £225. Edgware 2572. 866-139

1956 SEDDON forward-control P6 6-7-tonner, alloy-wheel platform, excellent all-round condition, SPASHATTS, Millbrook, Southampton 72596. 866-172

1954 SEDDON P4 3-ton long-wheelbase platform lorry, £295. 866-254

1954 SEDDON 6-ton P6 long-wheelbase flat, £185. 866-415

1954 SEDDON 3-ton P4 boxvan, one owner, £385, or terms arranged. 866-254

1954 SEDDON P4 3-ton boxvan, £125. 866-254

HENRY EATON, LTD., 107 Palmerston St., Ancotes, Manchester, Phone, Ardwick 3416. 866-254

1954 SEDDON 4-ton long-wheelbase drop-side truck, fitted Perkins P4 engine, £125. 866-415

1948 SEDDON 6-ton long-wheelbase truck, diesel, 1500, Confidential hire-purchase terms. Part-exchanges. Graham Brothers (Motors), Ltd., The Commercial Sales Dept., 799 Chester Rd., Streteford, Tra 3311 (ext. 11). Blackfriars 9935 (after hours). 866-415

1955 SEDDON Mk. 5, very clean, well tyred, 16-ft. platform, P6 engine, £450. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 866-537

1955 SEDDON Mk. 12, normal control, 18-ft. platform, R6 engine, £400. Cottee and Edwards, Ltd., Nottingham 46674. 866-537

**STANDARD**  
1957 STANDARD VANGUARD diesel van, 32,000 miles, very good condition, £350. Edgware 2572. 866-141

**THORNYCROFT**  
P.W.D. 4 x 4 trucks, good selection. Cundy and Stewart, Ltd., Alfreton, Derbyshire. 866-803

1955 THORNYCROFT tractor unit with Tasker 125 2 20 tyres, 2200 cc. 866-415

SPASHATTS, Millbrook, Southampton 72596. 866-173

**Thornycroft Wanted**  
WANTED. THORNYCROFT 6- and 8-wheelers with Gardner 6LW engine. Walker Bros. (Hessham), 1st, Middleton Rd., Middleton, Morecambe. Phone, Blytham 741. 866-478

**TROJAN**  
TROJAN, 1960 20-cwt. chassis and front end, purchased a specialty for customer who cancelled, since used for a few demonstrations and has only just passed its first 300 mi. service, we will give full guarantee to first fortunate buyer, original cost £665, our price £555. Cambridge Automobiles, Ltd., Caldharn Lane, Cambridge. 866-9

1954 TROJAN diesel 15-cwt. van, P3 engine, choice of two cheap. 866-411

H.F.A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 866-411

**VOLKSWAGEN**  
1955 VOLKSWAGEN pick-up, grey, all-steel body, small mileage, £495. 866-107

1955 VOLKSWAGEN, Phone, Sittingbourne 1421. 866-107

**UNCLASSIFIED**  
DUNNS MOTORS, LTD., TAUNTON AND EXETER. Phone, Taunton 2607-8. 866-173

1956 FORD 4D 4-ton long-wheelbase drop-side, helper springs, low mileage, excellent condition, 866-173

1946 BEDFORD 3-ton van, £100. 866-100

1960 Second-hand 7-ton COMMERCIAL TS3 13-ft. 6-in. wheelbase drop-sider, low mileage, 866-100

## Used Goods Vehicles (contd.)

**BEDFORD PRICES DOWN.**  
YOUR INSPECTION INVITED.  
**COMPARE OUR PRICES.**  
WE GUARANTEE TO GIVE SATISFACTION AND SAVE YOU MONEY.  
YOUR VEHICLE TAKEN IN PART EXCHANGE.

1960, March, FORD Trader 7-ton long-wheelbase flat, 825 x 20 tyres, 4,000 miles, as new, £975. 866-392

1959 BEDFORD 3-type diesel tippers, 2-speed axle, Bedford 300 engine, all steel square bodied, choice of four, each £775. 866-392

1959 B.M.C. 7-ton flat, power steering, high-speed diff., 900 x 20 tyres, very clean, £875. 866-392

1959 BEDFORD 5-ton diesel truck, 15-ft. 6-in. drop-side body, low mileage, as new, £775. 866-392

1959 FORD Trader 6D, 7-ton tipper, very clean, choice of two, each £915. 866-392

1959 FORD Trader 6D, 7-ton platform lorry, choice of 10, from £725. 866-392

1959 GUY Otter tipper, 8-cu.-yd. double drop-side flat steel square body, 4LK Gardner engine, 2-speed axle, £1,050. 866-392

1959 FORD 15-cwt. Luton van, as new, £600. 866-392

1958 BEDFORD D-type, 300 diesel engine, 6-ton short-wheelbase tipper, very good condition, choice of three, each £725. 866-392

1958 GUY Otter, 4LK Gardner engine, 17-ft. 6-in. flat, 2-speed axle, £775. 866-392

1957 October, FORD Trader 4D, long-wheelbase 3-ton drop-side flat, £565. 866-392

1957 (Late) BEDFORD long-wheelbase S-type, 300 engine, chassis and cab, £495. 866-392

1957 1-ton B.M.C. flat, 6-cyl. diesel engine, 900 x 20 tyres, power steering, Eaton 2-speed axle, £500. 866-392

1957 December, FORD 4D long-wheelbase extended chassis and cab, £525. 866-392

1957 BEDFORD 7-ton flat S-type, 300 engine, £650. 866-392

1956 December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £500. 866-392

1956 May, AUSTIN B.M.C. 5-ton, diesel, long-wheelbase flat, £550. 866-392

1956 FORD short-wheelbase wooden-bodied tipper, P6 engine, £300. 866-392

1956 AUSTIN 5-ton flat, diesel engine, £350. 866-392

1956 COMMERCIAL TS3, 18 ft. 6 in. flat, 9.00 by 20 tyres, £500. 866-392

1956 AUSTIN 2-ton flat, petrol engine, 2-speed axle, £350. 866-392

1955 ATKINSON Luton van, complete new body, 1,650-cu.-ft. capacity, 4LK Gardner engine, £1,000. 866-392

1955 November, FORD 4D 30-cwt. diesel van, standard body, £250. 866-392

1955 AUSTIN Luton van, 900-cu.-ft., 4-cylinder B.M.C. diesel engine, £395. 866-392

1955 SEDDON 3-ton boxvan, diesel engine, choice of two, each £275. 866-392

1954 SEDDON Mk. VII flat, 15-ft. body, £250. 866-392

1954 DODGE long-wheelbase drop-side truck, P6 engine, 1500, £285. 866-392

1954 BEDFORD 30-cwt. van, Perkins P4 engine, separate cab, £285. 866-392

1954 ALBION Chieftain long-wheelbase platform truck, diesel engine, £195. 866-392

1953 October, DODGE large-capacity boxvan on extended chassis, P6 engine, Eaton 2-speed axle, as new, only 7000 miles, £295. 866-392

1953 AUSTIN Luton van, diesel engine, 950-cu.-ft. capacity, £275. 866-392

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**LET US QUOTE YOU FOR BODY (ALL TYPES) BUILT TO YOUR OWN SPECIFICATION.**  
**W. JONES (MANCHESTER), LTD.**  
TROJAN AGENTS,  
RUTLAND STREET GARAGES,  
SWINTON.  
All inquiries: Phone, Swinton 2036 and 2037.  
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GARAGE OPEN DAILY (INCLUDING SUNDAYS).  
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**GARLICK, BURRELL AND EDWARDS, LTD.**  
188 REGENT ROAD,  
LIVERPOOL, 20. 866-392

## Used Goods Vehicles (contd.)

**FORD AND SLATER, LTD.**  
**LEYLAND, ALBION, SCAMMELL TIPPERS.**

1958 LEYLAND Comet, one normal-control medium-wheelbase tipper, alloy fixed-side and two timber drop-side bodies. 866-58

1957 BEDFORD Comet, normal-control medium-wheelbase tipper, 14-ft. timber double-drop-side body. 866-58

1957 LEYLAND Comet normal-control medium-wheelbase 14-ft. by 2-ft. 6-in. tipper, drop a d.c. B.M.C. 5-ton diesel tipper, 9-ft. timber drop-side body. 866-58

1957 BEDFORD 7-ton tipper, 6-cu.-yd. steel U body, petrol engine. 866-58

1955 BEDFORD 5-ton, P6, 13-ft. 6-in. timber double-drop-side body. 866-58

1955 DODGE 7-ton, R6, 13-ft. 6-in. by 2-ft. timber drop-side body. 866-58

1951 MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-side body. 866-58

1950 LEYLAND Comet, normal control, short wheelbase, 10-ft. 9-in. by 2-ft. 6-in. timber drop-side. 866-58

1953 BEDFORD 5-ton, P6, 13-ft. 6-in. by 7-ft. 6-in. by 2-ft. timber drop-side. 866-58

1958 BEDFORD 7-ton, G.M.C. engine, 14-ft. by 4-ft. steel fixed sides. 866-58

1948 SEDDON 6-ton, P6, 11-ft. 6-in. by 4-ft. timber drop-side. 866-58

1953 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 3-ft. 6-in. alloy drop s.d.c. 866-58

1956 LEYLAND Comet, normal control, medium wheelbase, 14-ft. timber drop-side. 866-58

1953 SEDDON 4-ton, P4, 10-ft. timber drop-side. 866-58

1955 LEYLAND Comet, normal control, medium wheelbase, 13-ft. 4-in. by 4-ft. timber fixed-side. 866-58

1956 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 21-ft. 9-in. timber drop-side. 866-58

1955 AUSTIN 5-ton, 12-ft. by 7-ft. 6-in. by 2-ft. timber drop-side. 866-58

1957 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. timber drop-side. 866-58

1958 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. timber drop-side. 866-58

1954 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 3-ft. 6-in. timber drop-side. 866-58

1955 LEYLAND Comet, normal control, medium wheelbase, 14-ft. 6-in. by 4-ft. timber fixed-sides. 866-58

1957 BEDFORD 7-ton, R6, 15-ft. by 2-ft. steel drop sides. 866-58

1956 BEDFORD 5-ton, petrol, 12-ft. by 2-ft. steel drop sides. 866-58

**PLATFORMS.**  
1958 AUSTIN 7-ton, 16-ft. 6-in. timber double-drop-side. 866-58

1957 AUSTIN 5-ton, diesel, 14-ft. 3-in. timber platform bodies: choice of two. 866-58

1957 COMMERCIAL TS3, 19-ft. timber drop-side body. 866-58

1955 BEDFORD 7-ton, petrol, 16-ft. timber flat. 866-58

1956 BEDFORD 7-ton, R6 engine, 16-ft. timber flat. 866-58

1948 MAUDSLAY 7-ton, 17-ft. 6-in. timber flat. 866-58

1948 MAUDSLAY twin steer, 20-ft. timber flat. 866-58

1948 SENTINEL 7-ton, 17-ft. 9-in. timber flat. 866-58

1950 SEDDON 6-ton, P6, 16-ft. 9-in. timber flat. 866-58

1953 LEYLAND Comet, normal control, medium wheelbase, 16-ft. 6-in. timber flat. 866-58

1946 FODEN 7-ton, 17-ft. 10-in. timber drop-side. 866-58

1950 MAUDSLAY Mogul, A.E.C. 7.7 engine, 20-ft. timber flat. 866-58

1957 LEYLAND Comet, forward control, long wheelbase, 19-ft. timber flat. 866-58

1956 ALBION Chieftain, 16-ft. 6-in. by 18-in. double-drop-side. 866-58

1958 FORD Trader tractor unit with 22-ft. timber platform trailer. 866-58

1955 DODGE 6-ton, 16-ft. timber double-drop-sides. 866-58

1952 DENNIS 20-ft. 9-in. timber flat. 866-58

1956 COMMERCIAL 7-ton TS3, 18-ft. timber drop-sides. 866-58

1947 LEYLAND Beaver 20-ft. timber flat. 866-58

**VANS.**  
1955 BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by 7-ft. by 7-ft. 6-in. van body. 866-58

1953 SEDDON van, 7-ton, 750 cu. ft. 866-58

**FORD AND SLATER, LTD.**  
**LEYLAND, ALBION.**  
GWENDOLEN ROAD, LEICESTER.  
Phone 36117-9. 866-58

**FERRARIS OF CRICKLEWOOD, LTD.**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

1952 3-way AUSTIN van, choice of several. 866-58

1954 AUSTIN 5-ton diesel alloy-body boxvan. 866-58

1957 DODGE 5-ton diesel truck, 16-ft. 6-in. double-drop-side, 9.00 x 20 tyres. 866-58

1959 FORDSON 15-cwt. van in beige, with extras, low mileage. 866-58

1957 Thames 800-cu.-ft. Luton, 4D. 866-58

1957 MORRIS J2 15-cwt. van, one owner. 866-58

1955 MORRIS LD2 30-cwt. van, petrol, choice of two. 866-58

1952 BEDFORD 7-ton Comet diesel long-wheelbase truck. 866-58

1955 5-cwt. Thames van. 866-58

1957 BEDFORD 10-12-cwt. pick-up truck. 866-58



Used Goods Vehicles (contd.)

**HARRY DANDO,**  
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CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**WORK** trailer—full range nearly always in stock 20-ton tandem axle up to 27 ft.  
**TRADE** for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

**BEDFORD**, normal control, 7-ton, Teletouch gear and fixed-side steel body, 9.00 x 20 tyres to rear, 8.25 x 20 tyres to front, 300 diesel engine, 2-speed axle. Several available for immediate delivery, in primer, £1,485.  
**BEDFORD**, 12-ton, Comet engine, 5-speed gearbox, 2-speed axle, 8.25 x 20 tyres, S.A.E. coupling tractor unit, complete with new York Freightmaster frameless van, 12-ton, 26 ft. long, 8 ft. 6 in. inside headroom, 7 ft. 6 in. width, on 9.00 x 20 14-ply tyres, complete with landing gear, etc., £3,335.  
**BEDFORD**, 15-cwt. long-wheelbase van, with additional passenger seats, in primer, delivery from stock, £493.  
**BEDFORD**, 15-cwt. long-wheelbase van with 4-berth caravan conversion, Avon blue and white, complete with Calor gas unit, rear door cabinets, delivery from stock, £859.  
**LEYLAND** Comet Model CS38R chassis and cab, 6-speed box, takes 23-ft. body, £2,027.  
**BEDFORD**, 7-ton forward-control 6-cu.-yd. steel-body tipper, 300 diesel, 8.25 x 20 15-ply tyres, £1,389 5s. 6d. Two available.  
**YORK** 26-ft. 12-ton platform trailer, S.A.E. coupling, with headboard, £901.  
**DYSON** 15-ton low-loading semi-trailer, 20-ft. in well, S.A.E. coupling, vacuum brakes, £1,575.  
**BEDFORD**, Mark 1, 16-ton, 14-cu.-yd. 3-in. wheelbase, air D.V.C. brakes, chassis and cab, £2,395 12s.  
**FODEN** new 4-wheeler, with air discharge equipment, F end tipping can be used as an ordinary platform vehicle, £4,350.

LONG WHEELBASE.

**DENNIS** 1947 Max, double-drop-sides, quite clean condition throughout, still has a lot of life left, £225.  
**BEDFORD** 1954 7-ton long-wheelbase, fitted with Baico 3-ft. wheelbase extension and new 20-ft. platform body, Perkins 6-cyl. 11 engine, recently fitted, 9.00 x 20 tyres all round. This vehicle is in exceptionally good condition throughout, £800.  
**BEDFORD** 1956 long-wheelbase, R6 engine, 7-ton, 9.00 x 20 tyres, very well cared for by one owner-driver, £650.  
**BRISTOL** 1953 8-wheeler, 24-ft. platform body, in good condition throughout, £1,000.  
**HORNYCROFT** Sturdy, 1949, diesel, fitted with 2-cattle truck body, £375.  
**BEDFORD** 1953 5-ton petrol platform, one owner since new, exceptionally good condition throughout, £325.  
**BEDFORD** 1955 5-ton P6 A-type standard-drop-side, £425.  
**DENNIS** Stork, 1954, good condition throughout, good 4-tonner for local delivery, walk-in cab, £250.  
**LEYLAND** Chieftain, 1954, Albion diesel, long-wheelbase platform, good condition, £450.  
**ALBION** Chieftain 1956, platform body, in exceptionally good condition, one owner, £550.  
**BEDFORD** 1954 A-type 5-ton long-wheelbase drop-side, fitted with new Perkins P6 engine, £400.  
**BEDFORD** 1955 7-ton petrol long-wheelbase drop-side, good condition, £350.  
**BEDFORD** 1957 R6 Boys rigid 6-wheeler, 21-ft. platform body, in good condition throughout, £1,250.  
**BEDFORD** 1954 5-to-1 long-wheelbase petrol chassis-cab, fitted with 560-cu.-ft. boxvan body, well constructed, 15 ft. 6 in. long, 8 ft. 6 in. headroom, 7 ft. 3 in. wide, tailboard and doors, £350.  
**SENTINEL** 1955, fitted with Gardner 5LW engine, vertical in the cab, trailing axle 6-wheeler, all good tyres, platform body, this engine was fitted new about a year ago and the complete machine is in exceptionally good condition and performs well, £750.  
**BEDFORD** 1957 7-ton long-wheelbase platform, Comet engine, all good tyres, one owner, £750.  
**BEDFORD** 1951 7-ton petrol long-wheelbase platform, good condition throughout, £300.  
**MORRIS** 1949 6-ton long-wheelbase platform, diesel, good condition, all good tyres, £150.  
**E.R.F.** 1948 4LK long-wheelbase drop-side, fair condition, £125.  
**SEDDON**, several 1948-53, £75 to £175.

TIPPERS.

**DODGE** 1957 diesel 205A/PG 7-ton normal-control wood drop-side tipper, in excellent condition, £725.  
**BEDFORD** 1954 7-ton R6 U-shaped tipper, good condition, £650.  
**E.R.F.** 1949 4LW Gardner standard wood-body tipper, very careful operator, £750.  
**VULCAN** 1952 7-ton 7G/F, 4LW Gardner engine, all-steel cab, wood drop-side tipper, £350.  
**A.E.C.** Mercury 1956 standard wood-body tipper, underbody tipper gear, in good condition throughout, £1,800.  
**BULKERS.**  
**BEDFORD**, second-hand, fitted with new air-discharge B equipment, can be used as an ordinary platform vehicle, £2,630.

TRAILERS AND ARTICULATED.

**BEDFORD** Scammell, 1954 10-ton tractor unit, R6 engine, all good tyres, ex-C-licensed operator, £500.  
**DODGE** 1953 P6 tractor unit, fitted with S.A.E. coupling, good condition, £500.  
**E.R.F.**, 20-ft. in-the-well 15-20-ton Dyson low-loading trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit is well known C-licensee user, £2,000.  
**AUSTIN** 1953 P6 Loadstar tractor unit, 21-ft. Tasker trailer, good condition throughout, £425.  
**AUSTIN** 1951 petrol Loadstar, fitted with 21-ft. Tasker trailer, good condition, £350.

**HARRY DANDO,**  
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LONGTON, PRESTON, LANCs, 3255-6,  
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COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.  
EARLY DELIVERY ALL MODELS.

**NEW ALBION**  
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**1958** ALBION Clydesdale, 21-ft. 6-in. platform body, alloy sides, full-vision cab, 6-speed gearbox, 9.00 x 20 tyres, as new, all in exceptional condition.  
**1958** ALBION Clydesdale 20-ft. flat, Comet engine, fibreglass cab, excellent condition throughout, including tyres.  
**1957** ALBION Reiver 6-wheel double-drive, 21-ft. 6-in. platform body, good order throughout.  
**1956** October, A.E.C. 9.6 Majestic twin-steer platform lorry, air brakes, good order throughout, weight 5 tons 14 cwt. 56 lb.  
**1955** July, LEYLAND Comet 90 hydraulic tipper, 10-cu.-yd. all-metal body, unladen weight 4 tons 5 cwt.  
**1953** ALBION Chieftain, body rough, unladen weight 2 tons 19 cwt. 98 lb., best offers over £380.  
**1952** Vanguard van, new diff., good order.  
**1952** E.R.F. 5LW unit, good order throughout, including cab and 18-ft. flat, and tyres as new, unladen weight 4 tons 18 cwt. 2 ar.  
**1951** FORD Thames petrol lorry, 14-ft. platform, unladen weight 2 tons 12 cwt. 28 lb.  
**1950** COMMER (petrol) 5-ton, fitted 2-tier sheep float, good order, unladen weight 3 tons 4 cwt. 34 lb.  
**1949** MAUDSLAY Meritor 8-wheel double-drive chassis and cab only.  
**1949** ATKINS 14-cu.-unit platform lorry, good order, unladen weight under 3 tons.  
**1948** SEDDON P6 unit platform lorry, good running order, unladen weight 2 tons 17 cwt. 67 lb.  
**1948** LEYLAND Comet platform lorry, good order, ex-brewery.

ENGINES.

**A.E.C.** 7.7 engines from £50 each. Leyland 7.4 8.6 Leylands from £35 each.

**MILLBURN MOTORS (PRESTON), LTD.,**

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**CARMICHAEL'S FOR COMMERCIALS.**

LEYLAND AND ALBION STOCKISTS.

Phone, Kempsey 439 and 417.  
**1956** B.M.C. 5-ton drop-side F/C diesel truck, £575.  
**1956** B.M.C. 5-ton drop-side (engine reconditioned) with good tyres, £575.  
**1955** COMMER 5-ton diesel drop-side truck, £450.  
**1959** STANDARD 6-cwt. van, excellent condition, £350.  
**1954** BEDFORD 7-ton diesel drop-side, £400.  
**1954** AUSTIN Loadstar 5-ton diesel platform truck, £275.  
**1952** AUSTIN Loadstar 5-ton petrol 3-way tipper (new engine), £250.  
**1949** LEYLAND Comet diesel 8-ton drop-side truck, £325.  
**1948** MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side, £325.  
**1948** SEDDON 7-ton diesel platform, £150.  
**1954** SEDDON 7-ton F/C diesel platform, £450.  
**1948** AUSTIN 2-3-ton, petrol, £95.

SEVERAL MORE VEHICLES TO CLEAR.

TERMS ARRANGED ON ALL VEHICLES.

**CARMICHAEL AND SONS (WORCESTER), LTD.,**

CLERKENLEAP,  
WORCESTER. 866-2

**WHELLERS (MOTORS), LTD.,**

MORRIS-COMMERCIAL DISTRIBUTORS,  
YEovil, SOMERSET.  
Phone, Yeovil 2561-2-3.

**1959** September, MORRIS prime mover (diesel), 8.25 x 20 tyres, Eaton 2-speed axle.  
**1959** BEDFORD 4-ton low-loader platform truck, diesel, 15,000 miles only.  
**1957** December, MORRIS J2 15-cwt. cattle truck.  
**1956** October, 7-ton B.M.C. Eaton 2-speed, power steering, alloy platform body.  
**1956** MORRIS 3-ton B.M.C. diesel forward-control drop-side truck, excellent condition.  
**1955** AUSTIN Loadstar all-steel tipper, P6.  
**1954** (Late) COMMER TS3 diesel 7-ton truck.  
**1954** BEDFORD 5-ton normal-control platform trucks, P6 diesel; choice of two.  
**1954** October, BEDFORD 2-3-ton cattle truck, petrol.  
**1954** SEVERAL NEW MORRIS-COMMERCIAL vehicles in stock.  
**1954** FAVOURABLE delivery on all models.

**3,200-GAL.** trailer tankers, in very good condition (choice of two).  
**1954** NEW MORRIS 7-ton 160-in. wheelbase drop-side truck, 9.00 x 20 tyres, power steering, 2-speed axle.  
**1954** MORRIS 7-ton 120-in. wheelbase chassis-cab, 9.00 x 20 tyres, Eaton 2-speed axle and power steering.

Used Goods Vehicles (contd.)

**MARSHALLS (CAMBRIDGE), LTD.,**  
OFFER THE FOLLOWING USED  
COMMERCIAL VEHICLES:—  
AT AIRPORT, NEWMARKET ROAD, CAMBRIDGE  
PHONE 56291.

IMMEDIATE delivery.

**NEW** AUSTIN short-wheelbase forward-control prime mover, diesel, Scammell coupling gear, Eaton 2-speed axle, 150 x 20 tyres, automatic chassis lubrication, in price.  
**1958** BEDFORD Busette, beige, upholstered and fitted heater, good condition, £400.  
**1957** AUSTIN 5-ton forward-control diesel drop-side truck, maroon, tyres and general condition very good, £750.  
**1956** AUSTIN 5-ton normal-control petrol chassis cab, maroon, low mileage, excellent condition, £350.  
**1955** MORRIS 1-ton van, grey, sound condition throughout, £225.  
**1951** AUSTIN A70 pick-up, fawn, fitted heater, good condition, £120.

AT 63 BRIDGE STREET, PETERBOROUGH, PHONE, PETERBOROUGH 66011.

**1957** AUSTIN A55 van, grey, fitted heater, £405.  
**1958** STANDARD 10 van, blue, £295.  
**1956** MORRIS pick-up, grey, fitted heater, £310.  
**1950** SENTINEL 7-8-ton flat platform truck, £295.

AT 120 GOLDINGTON ROAD, BEDFORD, PHONE, BEDFORD 68366.

**1952** BEDFORD 10-cwt. CA van, £225.  
**1948** BEDFORD 2-3-ton drop-side truck, £75.  
**1952** BEDFORD short-wheelbase petrol tipper, £310.  
**1953** MORRIS-COMMERCIAL 5-6-ton diesel drop-side truck, £200.

**ELT BROS., LTD.**

**1955** BEDFORD 10-12-cwt. CA van, £120.  
**1953** BEDFORD A-type petrol 5-ton long-wheelbase platform lorry, low mileage, excellent tyres, £235.  
**1956** BEDFORD A-type 5-ton long-wheelbase lorry, P6 diesel, 17-ft. 6-in. body, showroom condition, £475.  
**1953** DODGE 5-ton short-wheelbase tipper, P6 diesel, 2-speed axle, £250.  
**1956** BEDFORD A-type 5-ton short-wheelbase tipper, P6 diesel, Anthony hoist gear and body, £365.  
**1957** B.M.C. 7-ton short-wheelbase diesel tipper, best bodies, choice of several from £450.

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BEDFORD AND VAUXHALL DEALERS,  
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**THOMAS S. WHITNEY AND CO. LTD.**  
MAIN FORD DEALERS.

279-283 SCOTLAND ROAD, LIVERPOOL, 5  
Phone, North 3191.

**NEW** FORD Escort estate car, left-hand drive, dark blue, 1st.  
**1960** ATLAS 15-cwt. van, 2,000 miles, extras, £401.  
**1959** FORD 5-cwt. vans, low mileages, from £323.  
**1958** FORD Thames 12-seater conversion, heater, ivory, £525.  
**1958** FORD 15-cwt., side-loading van, £415.

**1958** Thames Trader, 7-ton, diesel, Boys axle, 21-ft. platform, £1,000.  
**1958** BEDFORD diesel, 7-ton, long-wheelbase twin-ram tipper, 2-speed axle, high sides, £850.  
**1958** Thames Trader, diesel, articulated unit, £600.  
**1957** B.M.C. diesel, articulated unit, 2-speed axle, Scammell coupling, £600.  
**1954** BEDFORD 7-ton diesel, drop-side, £325.  
**1953** DODGE 5-ton diesel, flat, £300.

**1953** DODGE, diesel articulated unit, Tasker coupling, £225.

**NEW** Thames Traders for immediate delivery, 7-ton 5-ton and articulated chassis cabs and 7-cu.-yd. tipper.

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279-283 SCOTLAND ROAD,  
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Phone, North 3191 (10 lines).

**PETERBOROUGH ENGINEERING CO. LTD.**

**1957** BEDFORD, Leyland Comet engine, long-wheelbase truck, £650.  
**1957** BEDFORD S 300 diesel long-wheelbase drop-side truck, in good condition, £650.  
**1957** FORD 4-ton 4D diesel long-wheelbase truck, £75.  
**1956** BEDFORD R6 long-wheelbase drop-side truck, clean and well shod, £450.  
**1955** DODGE 146R6 drop-side truck, clean, £600.  
**1952** SEDDON P6 Scammell tractor, £300.  
**1952** SEDDON P6 long-wheelbase, 20-ft. platform body, very clean, £350.

**36-42 EYE ROAD,**

PETERBOROUGH.  
Phone 66161.

Used Goods Vehicles (contd.)

**TWO GAT**  
OXFORD  
RYTON  
Phone,  
DODGE DISTRI

**NEW VEHICLES**  
axle, re  
Model 24  
Model 20  
Model 20  
25-cwt. die

**SELECTED**

**TRUCKS.**

**1949** COMMER

**1940** FORD die

**1951** AUSTIN l

**1953** DODGE A

**1958** Thames Tr

**1960** very good

**11,000 miles**

**TIPPERS.**

**TWO** only 1955 D

**1955** wood-body

**1954** capacity fi

**1954** BEDFORD

**1954** tipper, net

**1949** BEDFORD

**1955** BEDFORD

**1955** Standard

**1955** AUSTIN

**1954** FORD TR

**1956** BEDFORD

**VANS.**

**1950** ALBION

**1956** MORRIS

**1953** 55-56 FOD

**1951** COMME

**1956** MORRIS

**1958** GUY W

**1957** GUY O

**1956** GUY O

**1955** wheelba

**1955** FORD E

**1954** THORN

**1952** SEDDO

**1950** A.E.C.

**1949** FODEN

**SEND FOR DET**

**BROWN**

**Phone, B**

**LEYLA**

**AU**

**14-HOUR HEAV**

**1955** LEYLA

**1956** B.M.C.

**1951** A.E.C.

**1958** FORD

**1954** LEYLA

**1955** LEYLA

**1954** base ti

**1954** AUST

**1954** £30.

**BROWN**

**WAITING ST**

**Phone,**

(contd.)

CAMBRIDGE, L.T.D.  
FOLLOWING USED  
VEHICLES:-  
KET ROAD, CAMBRIDGE  
56291.

base forward-control  
coupling gear, Eaton  
chassis lubrication,  
beige, upholstered  
condition, £400.  
forward-control diesel  
h, tyres and general  
normal-control petrol  
machine, excellent  
van, grey, sound  
up, fawn, fitted heater, m

ET, PETERBOROUGH,  
OROUGH 66011.

grey, fitted heater, £385.  
an, blue, £295.  
grey, fitted heater, £318.  
n flat platform truck, m

N ROAD, BEDFORD.  
FORD 68386.

. CA van, £225.  
drop-side truck, £75.

heelbase petrol tipper, £130.  
RCIAL 5-6-ton diesel dmp

S. L.T.D.  
t. CA van, £120.

petrol 5-ton long-wheelbase  
mileage, excellent ty

5-ton long-wheelbase lorry  
in. body, showroom con

-wheelbase tipper, P6 diesel  
1-ton short-wheelbase tipper

hoist gear and body, £360.  
heelbase diesel tippers, steel  
veral from £450.

S. L.T.D.  
XHAL DEALERS,  
ROAD,  
AM, 25.

2742-3-4. 866-112

Y AND CO. L.T.D.  
DEALERS.

AD, LIVERPOOL, 5  
h 3191.

car, left-hand drive, dark  
2,000 miles, extra, £400

low mileages, from £325.  
seater conversion, heater

loading van, £415.  
s, diesel, Boys axle, 21-8

-ton, long-wheelbase tri-  
artic, high sides, £350

articulated unit, £600.  
elated unit, 2-speed axle

£600, diesel, drop-side, £325.  
s, flat, £300.

elated unit, Tanker coupling  
mediate delivery, 7-ton

cabs and 7-cu.-yd. tipper.  
Y AND CO. L.T.D.

ND ROAD,  
L, 5.

(10 lines). 866-90

EEING C.O. L.T.D.  
Comet engine, long-wheel

esel long-wheelbase drop-  
condition, £650.

esel long-wheelbase truck.  
wheelbase drop-side truck.

£450.  
p-side truck, clean, £680.

il tractor, £300.  
heelbase, 20-ft. platform

R ROAD,  
UGH.

61. 866-4

## Used Goods Vehicles (contd.)

**TWO GATES GARAGE, L.T.D.**  
OXFORD ROAD,  
RYTON-ON-DUNSMORE.  
Phone, Toll Bar 3361-2-3.  
DODGE DISTRIBUTORS FOR MOST OF  
WARWICKSHIRE.

## NEW VEHICLES—IMMEDIATE DELIVERY.

DODGE Model 244R 7-ton normal-control diesel  
DODGE Model 3123P 6-ton forward-control diesel  
DODGE Model 203P 6-ton forward-control diesel  
DODGE Model 25-cwt. diesel drop-side wood-body truck.  
TJIAN

## SELECTED USED VEHICLES.

COMMER Q3 drop-side lorry.

FORD diesel lorry, 17-ft. platform, Boys trail-  
ing axle, reconditioned engine.

AUSTIN Loadstar 5-ton long-wheelbase truck,  
reconditioned engine, £190.

DODGE Model 105 P6 long-wheelbase drop-  
side diesel truck, reconditioned engine, £545.

Thames Trader long-wheelbase drop-side truck,  
very good condition, £650.

AUSTIN 7-ton diesel drop-side wood-body lorry,  
11,000 miles only, £975.

TIPPER.

Two only 1955 DODGE Model 103B P6 short-wheel-  
base wood-body tippers.

SEDDON 16 engine, medium-wheelbase large-  
capacity fixed-side wood-body tipper.

BEDFORD O-type short-wheelbase wood-body  
tipper, petrol engine.

BEDFORD S-type short-wheelbase wood-body  
tipper, petrol engine.

SEDDON O-type long-wheelbase tipper, diesel  
engine.

BEDFORD A-type short-wheelbase tipper, steel  
body, diesel engine.

PICK-UPS.

Standard Thames pick-up, excellent condition.

AUSTIN A40 pick-up, first-class condition.

FORD Thames 10-cwt. milk float, immaculate.

BEDFORD milk float, immaculate.

1-ton short-wheelbase tipper

hoist gear and body, £360.  
heelbase diesel tippers, steel  
veral from £450.

S. L.T.D.  
XHAL DEALERS,  
ROAD,  
AM, 25.

2742-3-4. 866-112

Y AND CO. L.T.D.  
DEALERS.

AD, LIVERPOOL, 5  
h 3191.

car, left-hand drive, dark  
2,000 miles, extra, £400

low mileages, from £325.  
seater conversion, heater

loading van, £415.  
s, diesel, Boys axle, 21-8

-ton, long-wheelbase tri-  
artic, high sides, £350

articulated unit, £600.  
elated unit, 2-speed axle

£600, diesel, drop-side, £325.  
s, flat, £300.

elated unit, Tanker coupling  
mediate delivery, 7-ton

cabs and 7-cu.-yd. tipper.  
Y AND CO. L.T.D.

ND ROAD,  
L, 5.

(10 lines). 866-90

EEING C.O. L.T.D.  
Comet engine, long-wheel

esel long-wheelbase drop-  
condition, £650.

esel long-wheelbase truck.  
wheelbase drop-side truck.

£450.  
p-side truck, clean, £680.

il tractor, £300.  
heelbase, 20-ft. platform

R ROAD,  
UGH.

61. 866-4

## Used Goods Vehicles (contd.)

**TILBURY'S (SOTON), L.T.D.**  
CENTRAL STATION BRIDGE ROAD,  
SOUTHAMPTON.  
Phone 24731.  
SEDDON DIESEL DISTRIBUTORS.  
COMMER-KARRIER MAIN DEALERS (HEAVY).  
PART-EXCHANGES AND H.P. TERMS.

1956 BEDFORD P6 diesel long-wheelbase platform  
body, fitted with cat container, including  
double decks, loading ramp, in excellent condition, one  
owner.

1956 SEDDON diesel 6-yd. tipper, wood body, good  
condition throughout, one owner driver.

1956 SEDDON diesel fitted with de luxe cab, plat-  
form body, very clean throughout, one owner,  
one driver.

1955 BEDFORD P6 diesel, fitted with 16-ft. plat-  
form body, 825 x 20 tyre equipment, in excel-  
lent condition, one owner.

1955 SEDDON diesel Scammell tractor unit, Mark  
VIII in good condition, one owner.

1954 SEDDON diesel Mark XII fitted with  
18-ft. 6-in. platform body, with tailboard, mod-  
ified R6 engine, 18500 twin speed axle, 900 x 20  
tyre equipment, in excellent condition.

1954 SEDDON diesel Mark V-L P6, fitted with  
drop-side body, condition good.

1952 LEYLAND Comet, fitted with large side box  
van with Luton, condition good, one owner.

1947 E.R.F. tractor unit, fitted with 24-ft. semi-  
trailer, ready for immediate work, one owner.

THE following vehicles open to offer.

1952 SEDDON diesel with platform body.

1950 MORRIS diesel Sawyer 5-ton drop-sider,

1950 SEDDON diesel, fitted with platform body.

THE above vehicles are all in good working order.

**ALWAYS IN STOCK DIESEL-PETROL  
VEHICLES FROM £100-200.** 866-7

**COVENTRY AND JEFFS, L.T.D.**  
COMMERCIAL VEHICLE SPECIALISTS.

FOR  
IMMEDIATE  
DELIVERY.

NEW  
SEDDON "Seven Tonner," standard 20-ft. double-drop-  
side truck, with Leyland engine, 6-speed gearbox, cab  
heater, etc., list price.

DODGE 3144AZ tipper chassis and cab, with Leyland  
engine (375), Eaton axle, etc., list price.

DODGE 3145RY medium-wheelbase chassis and cab,  
with Leyland engine, Eaton axle, cab heater, etc.,  
list price.

WE OFFER THE FOLLOWING  
USED COMMERCIAL VEHICLES!

B.M.C., March, 1959, standard 7-ton drop-side  
truck (with high sides), 9,000 x 20 tyres,  
miles only, £1,075.

BEDFORD Perkins P6 engine, tyres reasonable, good condition  
all round.

CHOICE of two one-owner trucks, £525 each.

DODGE, 1956, one owner, standard drop-side truck,  
18-ft. 6-in. body, Perkins Ro-2 engine, clean, ready  
for the road, £695.

FORD Thames Trader, 1958, one owner, clean, well  
tyred, £850.

ATKINSON, L1786, 1953, 8-wheeler, double drive, 6LW  
A engine, 24-ft. flat platform body with high loading  
headboard, tyres good, ready for the road, £1,050.

SEDDON Mk. 5L, 1956, 16-ft. flat platform body, well  
tyred, in primer paint, £650.

LEYLAND, first registered 1956, Comet all-metal tipper,  
L twin-ram under-floor gear, tyres fair, general condi-  
tion good, £700.

THE ABOVE ARE A SMALL SELECTION OF OUR  
USED VEHICLES—WE MAY HAVE THE TRUCK  
YOU NEED!

WHY NOT PHONE, WRITE OR CALL?  
ATKINSON. DODGE. SEDDON. FORD.

24-HOUR SERVICE.  
STAFFORD STREET,  
BEDMINSTER,  
BRISTOL. 3.

Phone 6-4661. 866-41

**CAR MART, L.T.D.**  
SIX MONTHS' GUARANTEE  
WHERE STATED.

1956 BEDFORD 3-ton diesel drop-side truck, guaran-  
teed, £445.

1958 FORD Escort estate car, guaranteed, £425.

1959 FORD Thames 15-cwt. van, 14,000 miles, £395.

1958 LAND ROVER truck and tilt, 88-in. wheelbase,  
10,000 miles, £495.

1957 BEDFORD 25-cwt. diesel Spurling van, guaran-  
teed, £255.

1957 MORRIS MINOR 5-cwt. van, guaranteed, £325.

1957 BEDFORD 10-12-cwt. van, guaranteed, £295.

**THE CAR MART, L.T.D.**  
WELSH HARP,  
EDGWARE ROAD, N.W.9.

Hendon 6500. 866-64

July 22, 1960—THE COMMERCIAL MOTOR 41  
(Supplement)

## Used Goods Vehicles (contd.)

**PARKER AND SON (AUTOMOBILES), L.T.D.**  
A.E.C. AND DODGE DISTRIBUTORS,  
HEAD OFFICE:—  
ST. MARY'S, BEDFORD.  
Phone, Bedford 67741-2.  
OFFER A SELECTION OF THEIR  
USED STOCK.

1956 DODGE 146 AR6 Mk. II engines, Weston  
gear, 8-cu.-yd. bodies, with alloy underframe  
and floor, calibrated, choice of four.

1955 DODGE 144 AR6, Weston gear, with fixed  
sided 6-cu.-yd. steel body, C-licence operator,  
available.

1955 DODGE 144 AR6 chassis-cab, alternative bodies  
available.

1949 DENNIS Jubilant 6-wheeled tipper, double  
drive, 10-cu.-yd. body could be extended.

1956 AUSTIN A40 van, unwritten, blue.

1952 DODGE 105 P6, 16-ft. double-drop-side body,  
C-licence operator, well tyred.

1955 LAND ROVER long-wheelbase pick-up, 38,000  
miles, petrol.

1956 BEDFORD 10-12-cwt. van, unwritten.

1955 FORD 10-cwt. builder's truck, reconditioned  
engine.

1953 DODGE Model 125 cattle float, petrol engine.

1955 MORRIS 10-cwt. van.

1957 58 AUSTIN Omnitruck.

ALL inquiries phone Bedford 68694-5.

BRANCHES:—  
CLAPHAM, BEDFORD.  
FENSTANTON AND ST. IVES, HUNTINGDON. 866-763

**BEECH'S GARAGE (HANLEY), L.T.D.**  
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

1959 November, GUY Lightweight 8-wheeler, 2-  
speed axle, 24-ft. alloy flat with wood floor,  
9,000 x 20 tyres, in good condition.

1952 LEYLAND Octopus 8-wheeler, 24-ft. platform  
body, 9,000 x 20 tyres.

1958 COMMER diesel 6-wheeler, Boys extension,  
22-ft. drop-side body, 9,000 x 20 tyres, air  
brakes, in excellent condition.

1957 SEDDON long-wheelbase hydraulic tipper,  
fixed-side body, 15 ft. by 4 ft. by 7 ft., P6  
engine, 8,25 x 20 tyres, in good condition.

1953 A.E.C. Monarch, 7-litre engine, 10,000 x 20  
tyres, 18-ft. platform body, ex C-licence user,  
in first-class condition.

1954 BEDFORD A-type petrol steel-bodied tippers,  
choice of several.

1953 E.R.F. 6-tonner, 4LK engine, 16-ft. drop-side  
body, 8,25 x 20 tyres, in very good condition.

1957 FODEN 8-wheeler, 24-ft. platform body, 6LW  
engine, double drive, 9,000 x 20 tyres, in excel-  
lent condition.

1959 September, FORD 7-ton Trader, 17-ft. drop-  
side body, 9,000 x 20 tyres, in very good  
condition.

1959 B.M.C. 7-tonner, 18-ft. platform body, 2-speed,  
9,000 x 20 tyres.

1954 BEDFORD 12-ton Spurling van, in very good  
condition.

NEW BEDFORD 12-ton tractor, Scammell coupling,  
Leyland engine, 5-speed box.

**BEECH'S GARAGE (HANLEY), L.T.D.**  
LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S-on-T. 23038 and 23039. 866-50

**HALFWAY AUTOS,**  
EAST HORNDON,  
SOUTHEAST ARTERIAL ROAD,  
Herongate 394 and 265.

1959 Thames Trader 7-ton double-drop-side truck,  
low mileage, in excellent condition, £895.

1955 AUSTIN Loadstar 5-ton 3-way-loader boxvan,  
new tyres, whole vehicle in absolute condition.

1959 COMMER diesel van, grey, one owner, low  
mileage, £595.

1959 Thames Trader tipper, 7-ton, all-steel body, in  
tip-top condition, £575.

1954 GUY Otter, 4LK Gardner engine, 18-ft.  
aluminium platform body, 2-speed axle, tyres  
and vehicle in tip-top condition, £395.

1952 BEDFORD 7-tonner, double-drop-side, whole  
vehicle in excellent condition, £295.

1955 BEDFORD with Meadows conversion, alumi-  
nium platform body, whole vehicle in excellent  
condition, £425.

1953 BEDFORD 7-ton double-drop-side, whole  
vehicle in excellent condition, £365.

1951 COMMER Superpoise van, P6 engine, roller  
shutters, tyres and vehicle in good condition,  
£195.

1951 2T6 Coat Cutter engine, £95.

1950 E.R.F. 3-4-ton, 4LK Gardner engine, 5-speed  
gearbox, 16-ft. double-drop-side, tyres and  
vehicle in excellent condition, choice of five, £295.

1949 M.A.D.S.LAY Mogul tractor, 22-ft. Scammell  
trailer, with a David Brown 5-speed gearbox,  
air brakes, vehicle in excellent condition, £795.

DODGE Luton, P6 engine, 1,800 cu. ft. with well, in  
tip-top condition, £465.

1952 FORD Sussex 6-wheeler cattle float, P6 engine,  
all-aluminium body, winch ramp, double-drive  
axle, excellent condition, £395.

1955 Registered FORD 4d cattle float, all-aluminium  
body, winch ramp, one owner, £295.

SEVERAL BEDFORD tippers, in excellent condition,  
can be viewed at our premises at any time.

A Large selection of used commercial vehicles of all  
descriptions in stock. Your inspection invited.

Used Goods Vehicles (contd.)

**OSWALD TILLOTSON, L. TD.**  
SUMMIT WORKS,  
BURNLEY.  
Phone 2201-4.

PRESTON STREET, BRADFORD, 7.  
Bradford 22377-8-9.  
293 LIVERPOOL STREET, SALFORD, 5.  
Pendleton 2845-6.

- 1955** LEYLAND Octopus, 600 engine, 5-speed box, double drive, brakes, good condition; choice of three.
- 1953** ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body.
- 1955** THORNycroft Trident tipper, 12-ft. 6-in. timber body, 4-ft. sides, twin underbody gear, very good condition.
- 1957** LEYLAND Octopus, in very good condition.
- 1958** COMMER TS3 6-wheeler, Boys axle, 22-ft. 6-in. body, air brakes.
- 1954** LEYLAND Comet 90 engine, bonneted-type 19-ft. body, 2-speed axle, tidy condition.
- 1957** LEYLAND Octopus, 24-ft. 6-in. timber body, excellent condition.
- 1956** ALBION Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine; choice of four.
- 1955** ALBION Chieftain, 17-ft. timber body, 18-in. side and tailboard, very good condition.
- 1952** FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1952** FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1957** FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. timber body, sound condition.
- 1956** GUY Warrior, Meadows engine, 5-speed gearbox, 2-speed rear axle, 21-ft. body, good condition.
- 1956** SEDDON MKD, Perkins P6 engine, 2-speed rear axle fitted with Luton van body, 21 ft. long, very good condition.
- 1956** -58, selection of BEDFORD 7-ton flat tippers, both petrol and oil, good condition.
- 1958** A.E.C. Mercury tractor, less fifth wheel, choice of two, excellent condition.
- 1955** -58, selection of FORD tippers and flats, all 4D.
- 1955** SEDDON 5L, Perkins P6 engine, 16-ft. wooden platform body, good condition.
- 1954** AUSTIN Loadstar, P6 engine, 12-ft. 6-in. wooden platform body, good condition.
- 1956** ATKINSON 8-wheeler, 6LW Gardner engine, double drive, platform body, good condition.
- 1959** Thames Trader tractor unit, fifth-wheel coupling.
- 1954** AUSTIN Loadstar tipper, B.M.C. 4-cylinder diesel engine.
- 1957** ALBION Clydesdale tipper, Leyland engine, 24-ft. 6-in. wood body.
- 1953** ALBION Clydesdale tipper, 4-cylinder diesel engine, 13-ft. 6-in. wood tipping body.
- 1956** BEDFORD A-type tractor unit, Scammell coupling.
- 1954** LEYLAND Comet 90 tractor unit, fifth-wheel coupling.
- 1958** A.E.C. 8-wheeler, double-drive tipper, good condition.
- 1957** COMMER TS3 6-wheeler, Boys axle, 23-ft. body.
- 1958** LEYLAND 8-wheeler, double drive, 23-ft. 6-in. platform body, immaculate.
- 1955** COMMER TS3 tipper, 11-ft. 6-in. wood tipping body, single-ramp undergear.

PHONE OR CALL.

PART-EXCHANGES ARRANGED.

**HILLS.**

- A**TKINSON 8-wheeler tipper, Gardner 6LW engine, first registered 1947, £875.
- B**EDFORD 5-ton long-wheelbase coach-built platform lorry, return in exceptional vehicle, one owner, first registered July, 1959, £765.
- B**EDFORD 7-ton forward control 6-cu.-yd. U tipper, petrol, first registered 1958, £685.
- D**ODGE 7-ton 19-ft. 6-in. platform lorry, 2-speed axle, first registered 1957, £775.
- E**.R.F. first registered 1946, Gardner 5LW engine, first registered 1958, £825.
- F**ORD Trader 6D 5-ton short-wheelbase tipper, diesel, first registered 1958, £825.
- G**UY Otter platform lorry, Gardner 4LK engine, first registered 1955, £495.
- L**EYLAND Super Comet 6-wheeler long-wheelbase drop-side truck, first registered 1959, £2,150.

**HILLS GARAGES (MANCHESTER), L. TD.**

80-90 PORT STREET, MANCHESTER, 1.

Central 4311. 866-52

**VICTORIA MOTOR CO. (BRISTOL), L. TD.**

MAIN FORD DEALERS.  
TEMPLE GATE, BRISTOL, 1.  
Phone, Bristol 93131 (10 lines).

"BEST IN THE WEST."

**GOOD USED COMMERCIALS.**

- 1957**, January, two Thames 128-in. wheelbase 5-ton 4D Telephoto underfloor tippers, H.D. equipment, well shod, 5-cu.-yd. wooden bodies, £400 each.
- 1955** 7-ton SEDDON P6 platform vehicle, £400.
- 1955** Thames 3-ton 4D drop-side truck, £355.

**NEW VEHICLES EX-STOCK.**

- E**DBRO Thames Trader 7-ton 6-cu.-yd. Edbro tippers, with heavy-duty equipment, ex-stock.
- 7-TON** 160-in. wheelbase chassis-cab and complete truck with all extras.
- 5-TON** 152-in. wheelbase low-frame chassis-cab.

A40

Used Goods Vehicles (contd.)

**WHITEHOUSE MOTORS, L. TD.**

- £175.** Two Gardner 5LW engines, one reconditioned.
- £375.** 1956 AUSTIN normal-control 3-way tipper, good tyres, petrol.
- £425.** 1952 long-wheelbase LEYLAND Comet 90 10-cu.-yd. drop-side twin-rum tipper, good condition.
- £345.** 1953 BEDFORD S-type medium-wheelbase drop-side tipper, reconditioned petrol engine being fitted, very clean.
- £345.** 1954 BEDFORD A-type long-wheelbase drop-side tipper, alloy body, petrol.
- £315.** AUSTIN Loadstar breakdown truck, engine reconditioned, good tyres, very clean, petrol.
- £200.** 1947 DENNIS 33-seater coach, good condition.
- £165.** 1951 BEDFORD-SCAMMELL tractor unit, P6 engine, good tyres.
- £850.** 1958 FORD Trader, 6D, short-wheelbase steel bodied tipper, new king pins, rear brakes refitted, new drums and wheels, 2-speed axle, good tyres.
- £865.** 1958 FORD Trader, 6D, short-wheelbase steel bodied tipper, reconditioned engine, good tyres.
- £125.** 1951 BEDFORD short-wheelbase drop-side tipper, petrol, good condition.
- £95.** 1947 AUSTIN short-wheelbase drop-side tipper, petrol, good condition.
- £145.** One only, completely reconditioned Gardner 4LW engine, fully guaranteed.
- £45.** 1953 MORRIS J2 van, fair condition.
- £90.** 1950 AUSTIN A40 van.
- £80.** 1949 AUSTIN A40 van.
- £175.** 1952 LAND ROVER, taxed for year.
- £175.** 1953 KARRIER Bantam 3-ton drop-side tipper, good tyres, petrol.
- £55.** 1949 BEDFORD 25-cwt. drop-side truck, very good condition throughout.
- £175.** 1952 LAND ROVER, taxed for year, good condition.

PART-EXCHANGES AND DEMONSTRATIONS WITH PLEASURE.

**WHITEHOUSE MOTORS, L. TD.**

STREETS CORNER,  
WALSALL WOOD.  
Phone, Brownhills 3330. 866-221

**COMBERHILL MOTORS, L. TD.**

INGS ROAD, WAKEFIELD.  
(6771, 10 LINES.)

COUNTY DISTRIBUTORS FOR  
ATKINSON VEHICLES.  
MORRIS-B.M.C. AGENTS.

- N**EW ATKINSON L1786X (Gardner 6LX) 17-ton 8-wheel double-drive chassis-cab.
- N**EW ATKINSON 1746X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, 12th-wheel coupler.
- N**EW MORRIS (B.M.C. 5.1-litre) 7-ton 150-in. and 160-in. wheelbase 4-wheel chassis-cabs, ex-stock.
- N**EW MORRIS 7-ton 4-wheel 160-in. and 150-in. Milshaw alloy timber tippers, ex-stock.
- N**EW MORRIS 7-ton 4-wheel 120-in. Milshaw tippers, 12-ft. timber body, Eaton axle, ex-stock.
- N**EW MORRIS F6 Model 4-ton petrol and 2-ton diesel, ex-stock, latest cab.
- 1959** BEDFORD SST1 (Bedford diesel) 7-ton short-wheelbase 8-cu.-yd. tipper, 2-speed axle.
- 1959** FODEN FG6/24 (Gardner 6LW) 17-ton 8-wheel Pilot twin ram tipper, 18-ft. timber body, 40 x 8 tyres.
- 1958** ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel, 24-ft. platform, fibre glass body, 40 x 8.
- 1957** 55 MORRIS-B.M.C. (5.1 diesel) 5- and 7-ton 4-wheel 17-ft. platform trucks, choice of two.
- 1956** ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel Milshaw tipper, 15-ft. alloy body.
- 1956** ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel Pilot tipper, 12-ft. alloy body.
- 1956** ALBION Reiver 6-wheel double-drive 22-ft. platform timber body, Milshaw C20.
- 1956** 54 SEDDON (Perkins P6) 6-7-ton 4-wheel long-wheelbase platform and tipper.
- 1955** LEYLAND Comet 90 (diesel) 7-8-ton 4-wheeler 20-ft. alloy platform, 8.25 x 20 tyres.
- 1954** FODEN FG6/15 (Gardner 6LW) 8-wheel chassis-cab, 12-speed gearbox.
- 1954** ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel Pilot tipper, 12-ft. alloy body.
- 1954** FODEN FL 15-16-ton 8-wheel Milshaw tipper, 18-ft. drop-side timber body, 9.00 x 20.

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

HIRE-PURCHASE FACILITIES.

EXCHANGES.

**COMBERHILL MOTORS, L. TD.**

866-233

**HENLYS (BRISTOL), L. TD.**

VICTORIA STREET,  
BRISTOL.  
Bristol 27757.

- 1955** AUSTIN 5-ton forward-control platform truck, B.M.C. diesel, excellent condition throughout, primer finish, £425.
- 1955** AUSTIN 5-ton normal-control drop-sided truck, B.M.C. diesel, sound throughout, £350.
- 1954** DODGE 5-ton drop-sided truck, P6, £270.
- 1954** SEDDON flat platform truck, P6, well maintained and in good condition, £300.
- 1956** AUSTIN 3-ton normal-control drop-sided truck, B.M. diesel.
- 1956** AUSTIN 3-ton forward-control drop-sided truck, petrol, excellent vehicle, £325.
- 1951** GUY Otter, Gardner 4LK, 2,500 miles only, Eaton axle, far above 1951 condition, offers.

**HENLYS.**

THE NAME THAT MEANS A GOOD DEAL.

866-8838

Used Goods Vehicles (contd.)

**RUFFORD MOTOR CO., L. TD.**

OFFER FOR EARLY DELIVERY NEW E.R.F. AND DODGE TRUCKS, ALL MODELS.

ALSO

- N**EW DODGE 7-ton hydraulic tipper, Leyland engine, immediate delivery.
- N**EW DODGE Boys 18-ft. tipper, Leyland engine, immediate delivery.
- 1953** A.E.C. 8-wheel hydraulic tipper, 9.6 engine, 18-ft. alloy body with Carrington tipping trailer.
- 1956** ATKINSON 8-wheel, 24-ft. flat, reconditioned engine, new tyres.
- 1954** ATKINSON, 4LW, 15-ft. hydraulic tipper.
- 1951** ATKINSON 8-wheel, 24-ft. drop-sided truck.
- 1956** BEDFORD 5-ton, A-type, long-wheelbase drop-sided truck.
- 1956** BEDFORD 7-ton long-wheelbase drop-sided truck.
- 1954** BEDFORD A type, 600 cube van, petrol engine.
- 1949** BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
- 1957** B.M.C. 7-ton, Balco extension, 20-ft. flat.
- 1955** DODGE R6, 7-ton, 15-ft. hydraulic tipper.
- 1954** DODGE long-wheelbase 13-ft. hydraulic tipper, P6 engine.
- 1953** DODGE 7-ton, R6, 15-ft. hydraulic tipper, new tyres.
- 1947** E.R.F. hydraulic tipper, reconditioned 4LW engine, drop-sided.
- 1958** FODEN 8-wheel flat, latest-type 2-stroke engine, immaculate condition.
- 1946** FODEN 8-wheel D.D. hydraulic tipper, reconditioned engine, new tyres.
- 1958** FORD 7-ton Trader, flat.
- 1956** FORD D long-wheelbase truck, new engine.
- 1956** FORD D steel-bodied tipper, very clean.
- 1956** LEYLAND 8-wheel D.D. 22-ft. hydraulic tipper, very clean.
- 1952** LEYLAND Comet; choice of two.
- 1956** SEDDON long-wheelbase 15-ft. hydraulic tipper.
- T**ILLING-STEVENS passenger chassis, fitted 1500 cube furniture van body with seating for five passengers.
- T**RAILER, 24-ft. flat, double wheels, £275.
- A**LL types of bodies built in wood and alloy.
- H**IRE-PURCHASE, low deposits and part-exchanges.

**MILE HILL GARAGE,**

CHESTERFIELD ROAD NORTH,  
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Phone 2314-5. 866-544

**1955** BEDFORD 7-ton diesel tipper.

**1955** DODGE 7-ton diesel tipper.

**1959** LEYLAND Comet tipper, choice of five.

**1954** FODEN 8-wheel tipper, choice of six.

**H**IRE-PURCHASE and part-exchanges.

**C**OMMERCIAL MOTORS (CLAY CROSS), L. TD.

CLAY CROSS, DERBYS.

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**BENTLEY BROS. (SHEFFIELD), L. TD.**

MAIN BEDFORD DEALER  
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- 1956** FORD (4D), chassis-cab, with meat container body, £300.
- 1955** GUY Otter 16-ft. body (4LK), Eaton 2-speed, reconditioned, £550.
- 1955** GUY Otter, 18-ft. body (P6), Eaton 2-speed, reconditioned, £450.
- 1955** MORRIS drop-side 14-ft. body, 3-ton petrol, in very good condition, £250.
- 1954** SEDDON diesel tipper, £345.

**A**LL vehicles in excellent condition. Many others to choose from including good selection of light vans.

**H**IRE-PURCHASE facilities available.

**W**RITE or phone for details.

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**F**OR immediate delivery one DODGE 3145 AR tipper with body fitted.

**N**EW DODGE 3145, Leyland engine, 4- or 6-wheel, for immediate delivery.

**1956** B.M.C. 7-ton tipper, in very good condition.

**1959** FORD Trader 6D tipper.

**1956** DODGE 145 model with Boys trailing axle, alloy tipping body.

**1956** DODGE 144 model, steel tipping body.

**1958** COMMER TS3 platform lorry.

**1943** E.R.F. 6-wheel platform lorry.

**1959** COMMER TS3 tipper, in very good order.

**1955** E.R.F. double-drive 8-wheel coal tipper, new engine fitted this year, in very good order.

**1951** FODEN 8-wheeler alloy platform lorry, all new tyres.

**K. AND F. (COMMERCIALS), L. TD.**

GUY, DODGE.  
COLESHILL HOUSE,  
ATHERSTONE.  
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Used Goods Vehicles

**S. HUGHES**

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**N**EW FODEN 8-wh...

**N**EW ATKINSON...

**N**EW LEYLAND...

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**R. CO., LTD.**  
ERY NEW E.R.F. AND  
ALL MODELS.

tipper, Leyland engine.

tipper, Leyland engine.

tipper, 9.6 engine, alloy  
body with Cummins

24-ft. flat, reconditioned

5-ft. hydraulic tipper.

24-ft. drop-sided truck.

type, long-wheelbase drop-

long-wheelbase drop-sided

cube van, petrol engine

cellbase 5-ton hydraulic

and body, new P6 engine,

extension, 20-ft. flat.

5-ft. hydraulic tipper.

test-type 2-stroke engine.

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## Used Goods Vehicles (contd.)

**S. HUGHES (COMMERCIAL), LTD.**  
LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NEAR LEEDS.  
Phone, Bradford 681144.

### EARLY DELIVERY.

**NEW A.E.C. Mercury**, 14-ft. 6-in. wheelbase.  
**NEW FODEN** 8-wheeler 24-ft. flat.  
**NEW ATKINSON** Twin Steer, 6LW.  
**NEW LEYLAND** Beaver tractor with fifth-wheel  
coupling and B.T.C. trailer.  
**NEW A.E.C. Mercury**, 17-ft. 3-in. wheelbase.  
**NEW A.E.C. Matador** tractor.  
**NEW ALBION** Chieftain with 6-speed box and 9.00 x  
20 tyres, Milshaw gear and rack stabilizer.  
**NEW ALBION** Chieftain with 6-speed box and 9.00 x  
20 tyres.  
**NEW ALBION** Reiver 6-wheeler tipper chassis.  
**NEW ALBION** Reiver single drive.  
**NEW BEDFORD** 12-ton tractor, Scammell coupling.  
**NEW BEDFORD** 12-in. tractor, Scammell coupling.  
**NEW BEDFORD** 7-ton tipper.  
**NEW E.R.F.** tractor.  
**NEW FORD** Traders, 138-in. wheelbase tippers, drop-  
side body, 9.00 x 20 tyres.  
**NEW FORD**, fitted with Primrose 6-wheel conversion,  
9.00 x 20 tyres.  
**NEW FORD**, 160-in. wheelbase, 9.00 x 20 tyres.  
**NEW FORD** Anthony hoist tippers, 108-in. wheelbase,  
9.00 x 20 tyres.  
**NEW FORD** Trader 7-tonner, 9.00 tyres, Baico exten-  
sion to take 21-ft. 6-in. body.  
**NEW LEYLAND** Comet 3R.

### USED 8-WHEELERS.

**1958** A.E.C. 8-wheeler, 9.6, 5-speed box, 24-ft. flat.  
**1958** LEYLAND Octopus 600, double drive, 24-ft.  
flat, fitted reconditioned engine.  
**1955** MAUDSLAY, 6LW, double drive, 9.00 x 20  
tyres, very good condition.  
**1950** ATKINSON, 6LW, double drive.  
**1952** LEYLAND 8-wheeler.  
**1949** FODEN, 24 ft., 40 x 8 tyre equipment.

### USED TIPPERS.

**1958** LEYLAND Comet tipper, fitted Eaton 2-speed,  
9.00 Milshaw gear, with rack stabilizer, 15-ft. 6-in.  
body.  
**1955** A.E.C. Mercury Mark I, fitted alloy body.  
**1950** FODEN, 6LW, Milshaw gear and rack stabilizer,  
22-ft. 6-in. alloy body fitted 1939, 40 x 8 tyre  
equipment.  
**1946** ATKINSON, 6LW, twin-ram gear fitted, 21-ft.  
wood box, fixed sides, 40 x 8 tyre equipment.  
**1946** E.R.F., 7.7, fitted new gear and body.  
**1958** BEDFORD, Leyland Comet engine, Milshaw  
gear and 16-ft. 6-in. alloy body, 9.00 x 20  
tyres, choice of three.  
**1952** ALBION 3-wheeler heavy-duty long-wheelbase  
tipper, Pilot gear, 21-ft. body.  
**1956** ALBION Chieftain, fitted Milshaw gear, 15-ft.  
6-in. alloy body, 9.00 by 20 tyres.  
**1952** ALBION heavy-duty tractor, fitted with new  
four-in-line B.T.C. tipping trailer, drop-side,  
thrust coupling.  
**A** Number of cheap 4-wheel tippers.

### USED ARTICULATED VEHICLES.

**1952** LEYLAND Comet 90 tractors, ex Shell-Mex,  
as new.  
**1956** SEDDON, R6, Eaton 2-speed, fitted with 24-ft.  
Carmore trailer, 9.00 x 20 Michelin tyres,  
petrol company, suitable for tippers or com-  
munity.  
**1952** ALBION HD tractor, fitted with new 4-in-line  
B.T.C. trailer on 10.00 x 20 (16-ply) tyres.  
**USED TWIN STEERS AND 6-WHEELERS.**  
**1954** A.E.C. Majestic Twin Steer.  
**LATE 1949** E.R.F. Twin Steer, 5LW.  
**1948** ATKINSON, fitted 5LW, double drive.  
**1945** 46 E.R.F. Twin Steer, fitted 7.7 engines; choice  
of three.

### USED 4-WHEELERS.

**1957** E.R.F., 4.4 (G), fitted 20-ft. bodies, immacu-  
late condition; choice of four.  
**1949** 50 A.E.C. Monarch, medium wheelbase, ex  
petrol company, suitable for tippers or com-  
munity.  
**1956** BEDFORD S type, R6 engine, long wheelbase.  
**1958** LEYLAND Comet, Eaton 2-speed, forward  
control.  
**1957** LEYLAND Comet, forward control, Eaton  
2-speed.  
**1955** ALBION Chieftain, fitted with alloy body and  
sides, first-class condition throughout.  
**50 SEDDON.**  
**1954** A.E.C. Monarch, 7.7 engine, fitted with 9.00  
x 20 tyres, 20-ft. 6-in. bodies, C-clutch  
operation; choice of three.  
**1954** THORNYCROFT Sturdy, fitted with 21-ft.  
body.  
**1953** GUY, fitted 4LK.  
**NEW** A.E.C. passenger chassis, fitted with new cab,  
21.00-cu.-ft. van body.  
**1960** ALBION Chieftain, 900 tyres, 6-speed box.  
**1957** A.E.C. Mercury Mark II, choice of two.  
**1955** BEDFORD, petrol, fitted new horsebox body.

(Continued in next column)

## Used Goods Vehicles (contd.)

**1954** SEDDON, P6, fitted new horsebox body.  
**1953** LEYLAND Comet tractor 90, Scammell fitting.  
**1949** A.E.C. Monarch; choice of three.  
**CHOICE** of 50 other 4-wheelers, cheap to clear.

**WE** have the following engines for immediate  
disposal.  
**7 SLW, 4LW:** complete, 4LK, Perkins P6 and  
**6LW, Perkins R6, 4,** 5-speed gearboxes, all makes.  
**PS1** Engines and A.E.C. 7.7. Back axles and gear-  
boxes for all makes.

### HIRE-PURCHASE.

**NIGHT PHONE, CLECKHEATON 2461-2.**  
**MIRFIELD 3183, 2160.**  
**WALES: R. COWDELL, NEWPORT 59866.**

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SCAMMELL DISTRIBUTORS.

**NEW BEDFORD** 15-cwt. vans and conversions for  
immediate delivery.

**USED BEDFORD** 10-12-cwt., 15-cwt. and conversions,  
in good condition, choice from £200.

**BEDFORD-SCAMMELL** 1956 tractor unit, reconditioned  
engine, one owner, good tyres.

**1959** BEDFORD 15-cwt. Luton van, £575.

**1957** Thames 4D drop-side truck.

**REMINGTON ST., City Rd., N.I. (Near Angel.)**  
**CLERKENWELL 7456.** **866-106**

**W. HAROLD PERRY, LTD.**

STATION BRIDGE,  
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**1956** Thames 5-ton 4D tipper, £350.

**1950** BEDFORD 3-4-ton long-wheelbase truck, £175.

**1950** BEDFORD 5-ton long-wheelbase truck, £200.

**1958** Trader 4D 5-ton platform, long wheelbase, £775.

**1952** Thames 5-ton boxvan, long wheelbase, £295.

**1956** Thames 4D 30-cwt. van, £375.

**1956** Thames 4D 5-ton long-wheelbase truck, £475.

**1956** Thames 4D 5-ton long-wheelbase platform truck,  
£525.

**1953** SEDDON P6 7-ton long-wheelbase truck, £350.

**1951** THORNYCROFT 6-ton Sturdy Star, £325.

**1956** BEDFORD Luton van, 1,250 cu. ft., £625.

**1956** SEDDON Mk. VIII P6 artic. unit with trailer,  
£1,300.

**1956** Thames 30-cwt. truck, £275.

**1956** Thames long-wheelbase 5-ton truck, 4D, £350.

**HARROW 1031.**

**OPEN UNTIL**

**7 P.M. MONDAYS TO FRIDAYS**

**AND TO**

**5.30 P.M. SATURDAYS.** **866-187**

**MAYFAIR GARAGE (TAMWORTH), LTD.**

COLESHILL ROAD,  
FAZELEY, TAMWORTH, STAFFS.

Phone, Tam 1396-7.

### THE COMMERCIAL VEHICLE SPECIALISTS

OFFER THE FOLLOWING CAREFULLY SELECTED  
USED VEHICLES.

**FORD** 1959 Thames Trader 7-ton short-wheelbase  
tipper, fitted with 6D diesel engine, Edbro tipping gear  
and steel U-shaped body, ready for immediate work.

**FORD** 1959 Thames Trader 5-ton short-wheelbase tipper,  
fitted with 6-cylinder petrol engine, heater, flashers,  
etc. Edbro underfloor tipping gear and 10-ft. 6-in. wooden  
drop-side body, very useful vehicle, in first-class condition.

**COMMER** 4-ton long-wheelbase drop-side truck, fitted  
with Perkins P6 engine, in very good clean condition.  
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**SELLERS AND BATTY (SALES), LTD.**

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Phone, Peterborough 67048.

**1954** SENTINEL light 6-wheeler, fitted service  
exchange K-type Gardner 5LW modern coach-  
built cab, 22-ft. alloy flat, conversion carried out  
and chassis rebuilt 1959, immaculate machine.

**1956** BEDFORD 5-ton A model, fitted P6 engine,  
platform body, unladen weight 2 tons 18 cwt.  
86 lb. very clean, ready to drive away.

**1956** DODGE 146 R6 7-ton flat, fitted Perkins R6  
Mk. II engine, good runner.

**1953** DODGE 105 P6 timber platform body, clean  
condition.

**1955** SENTINEL DV44, fitted service exchange, D1  
engine, gearbox and steering box, 20-ft. plat-  
form body, a genuine buy.

**1956** SENTINEL light 6-wheeler, fitted reconditioned  
5.0 W K-type Gardner, chassis overhauled, new  
full-vision alloy cab, 22-ft. alloy flat body, conversion  
just completed, as good as new, why be held up for  
"new" delivery.

**1955** SENTINEL DV M44, 18-ft. platform body,  
good tyres, very clean and in sound mechanical  
condition.

**1958** THAMES Trader, long-wheelbase dual-purpose  
tipper, fitted Edbro 4LNK gear, outrigger  
pressed-steel sub frame, 15 ft. 6 in. panel-sided body, very  
clean and ready for immediate use. **866-230**

## Used Goods Vehicles (contd.)

**JACKSONS**

FOR

### MODERN SELECTED VEHICLES.

**1957** Thames Trader, 6D, long wheelbase, £625.

**1956** BEDFORD diesel, long wheelbase, £500.

**1955** BEDFORD petrol, long wheelbase, £350.

**1959** BEDFORD chassis and cab, diesel, long wheel-  
base, £825.

**1955** FORD 4D, long wheelbase, reconditioned  
engine, £350.

**1953** BEDFORD 5-ton long-wheelbase, Baico exten-  
sion, £200.

**1951** AUSTIN 2-ton, long wheelbase, £50.

**1955** AUSTIN dairy truck, diesel, £250.

**TIPPERS.**

**1955** BEDFORD 5-ton short-wheelbase diesel, £550.

**1956** BEDFORD 2-3-ton 2-wheelbase, petrol, £435

**VANS.**

**1951** BEDFORD 5-ton Luton van, £100.

**1955** BEDFORD 10-cwt. van, £150.

**1955** AUSTIN 1-ton van, £275.

**1956** AUSTIN 1-ton van, £325.

**1955** COMMER 25-cwt., £275.

**1955** COMMER 25-cwt., unregistered, £275.

**1951** A70 pick-up, very good condition, £100.

**1955** Tractor unit, prime mover, £260.

### O. T. JACKSON MOTORS, LTD.

855 NEW WOLVERHAMPTON ROAD,  
LANGLEY, NEAR WOLVERHAMPTON.

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### B. DRABURN AND WEDGE, LTD.

DISTRIBUTORS.

MORRIS, MORRIS-COMMERCIAL, M.G., RILEY.

RETAIL DEALERS WOLSELEY.

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**1958** MORRIS 7-ton drop-side lorry, power steering,  
single-speed axle.

**1956** 7-ton drop-side lorry, diesel, fitted power steer-  
ing, 2-speed axle.

**1954** 5-ton forward-control drop-side lorry, diesel.

**1954** 5-ton forward-control drop-side lorry, 5.1-litre  
diesel.

**1953** 30-cwt. normal control drop-side lorry, petrol.

### MISCELLANEOUS.

**1956** FORD 30-cwt. normal-control drop-side lorry,  
diesel.

**1953** AUSTIN 5-ton Loadstar, petrol.

**1955** AUSTIN large-capacity van.

**DISTRIBUTORS'** allowances on part-exchanges.

**TERMS** and part-exchanges arranged.

**SHOWROOMS:** Darlington St., Wolverhampton. Phone,  
Wolverhampton 20456.

**FULL** range of MORRIS-COMMERCIAL and B.M.C.  
vehicles available for immediate demonstration and  
delivery. **866-119**

### HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS AND  
IMMEDIATE DELIVERY OF THE FOLLOWING:—

**TRADER** artic. unit on 8.25 x 20 tyres.

**TRADER** 5-ton 152-in. wheelbase 4D and 6D truck.

**1958** Thames 7-cwt. van, 2-tone, low mileage, £325.

**1957** 5-ton B.M.C. 6-cylinder diesel truck, 8.20 x 20  
tyres, £390.

**1956** 3-ton FORD 4D truck, £425.

**1956** MORRIS 30-cwt. diesel truck, £390.

**1956** FORD 4D tipper, from £250.

**1953** GUY platform truck, with insulated container,  
P6, £160.

**1952** MORRIS 5-ton diesel, body rough, £150.

**1955** FORD 5-cwt. van, £225.

**1955** FORD 4D 5-ton truck, £275

### Used Goods Vehicles (contd.)

#### CENTRAL GARAGE (BATHGATE), L. TD.

OFFER THE FOLLOWING  
NEW VEHICLES FOR

#### IMMEDIATE OR EARLY DELIVERY:—

- NEW LEYLAND Octopus 8-wheeler.
- NEW LEYLAND Beaver tractor unit.
- NEW ALBION Reiver, double drive.
- NEW B.M.C. 7-ton, diesel, 18-ft. platform.
- NEW B.M.C. 7-ton, diesel, 14-ft. tipper.
- NEW 4-ton B.M.C. diesel chassis and cab.
- NEW 11-ton B.M.C. diesel chassis and cab.
- NEW 11-ton B.M.C. petrol mobile shop.
- NEW 15-cwt. B.M.C. Omnivan.
- NEW 15-cwt. B.M.C. Omnicoach and P.V.S.

SELECTION new BEDFORD vans, personnel carriers, mobile shops and caravans.

#### USED VEHICLES FOR SALE:—

- 1958 LEYLAND Comet, 20-ft. platform.
- 1958 BEDFORD 6-ton, 16½-ft. platform.
- 1958 B.M.C. 7-ton, diesel, 18-ft. platform.
- 1958 B.M.C. 7-ton diesel tipper, 11½-ft. body length.
- 1957 COMMER, diesel, 18-ft. platform.
- 1957 B.M.C. 7-ton diesel tipper, 14-ft. body length.
- 1956 B.M.C. 7-ton, diesel, 17-ft. platform.
- 1955 BEDFORD, R6 diesel, 17½-ft. platform.
- 1955 AUSTIN 5-ton short-wheelbase petrol tipper.
- 1955 SEDDON P6 diesel tipper, 12-ft. body length.
- 1955 FORD 5-ton P6 diesel tipper.
- 1953 BEDFORD 5-ton tractor unit, P6, 20-ft. Scammell trailer.
- 1952 BEDFORD 7-ton, petrol, 17-ft. platform.
- 1944 E.R.F. 4-wheeler, 5-cylinder Gardner, 18-ft. platform.

ALL THE ABOVE VEHICLES ARE IN CLEAN CONDITION AND MAY BE SEEN ANY TIME, INCLUDING SATURDAYS AND SUNDAYS.

H.P. TERMS ARRANGED.

GEORGE PLACE,

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#### THE NIGHTINGALE ENGINEERING CO., L. TD.

- 1948 THORNYCROFT 8-wheeler platform, good condition.
- 1951 E.R.F. twin-steer platform, good condition.
- 1954 SEDDON, good condition.
- 1955 THORNYCROFT 8-wheeler flat platform, metal body, excellent condition.
- 1956 THORNYCROFT 8-wheeler, flat platform, metal body, excellent condition, choice of two.
- 1958 DENNIS Pax flat platform, first-class condition.

WESTERN LANE, London, S.W.12. Battersea 2193, 866-185

#### PRALLS (HEREFORD), L. TD.

COMMERCIAL VEHICLE SPECIALISTS.

#### ATKINSON AUSTIN FORD DODGE.

- 1958 FORD 4-ton 4D diesel with 14-ft. 6-in. detachable stock container.
- 1956 BEDFORD 7-ton, Perkins R6 diesel, 17-ft. drop-sided body.
- 1955 SEDDON P6 17-ft. drop-sided body.
- 1955 FORD Thames 4-ton 4D diesel 14-ft. platform.

A.E.C. Matador 4 by 4, ex-M.O.S., unregistered, 7.7 engine, air brakes, H.D. winch.

#### PRALLS (HEREFORD), L. TD.

HOLMER ROAD,

HEREFORD.

Phone 4221.

866-97

- 1957 BEDFORD R6 flat platform.
- 1956 BEDFORD R6 flat platform, Eaton 2-speed axle.
- 1953 DODGE short-wheelbase tipper, P6.
- 1956 DODGE long-wheelbase tipper, P6.
- 1955 BEDFORD long-wheelbase drop-side.
- 1957 B.M.C. tractor unit, Scammell coupling.
- 1949 E.R.F. C15, platform, complete with trailer.

#### PARRS (LEICESTER), L. TD.

ABBEY LANE, LEICESTER.

Phone 61511 (seven lines).

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#### TOM BYATT (STOKE), L. TD.

OFFER SUBJECT TO BEING UNSOLD THE FOLLOWING USED COMMERCIAL VEHICLES.

THREE MONTHS' GENUINE WARRANTY:—

- JULY (1954) BEDFORD 3-ton diesel van, £300.
- JUNE (1957) BEDFORD 6-ton medium-wheelbase diesel tipper, £700.
- JANUARY (1959) BEDFORD 5-ton long-wheelbase diesel drop-side, £800.
- SEPTEMBER (1953) BEDFORD 5-ton long-wheelbase diesel tipper, £250.
- DECEMBER (1953) BEDFORD 7-ton short-wheelbase petrol tipper, £295.
- DECEMBER (1956) BEDFORD 5-ton short-wheelbase diesel tipper, £400.
- JUNE (1954) BEDFORD 7-ton long-wheelbase diesel tipper, £425.
- DECEMBER (1955) BEDFORD 7-ton long-wheelbase diesel tipper, £475.
- NOVEMBER (1956) BEDFORD 5-ton short-wheelbase diesel tipper, £550.
- FEBRUARY (1954) BEDFORD 5-ton long-wheelbase diesel tipper, £300.
- FEBRUARY (1955) BEDFORD 5-ton short-wheelbase diesel tipper, £300.
- FEBRUARY (1959) BEDFORD 7-ton long-wheelbase diesel drop-side, £895.
- SEPTEMBER (1953) BEDFORD 5-ton short-wheelbase diesel tipper, £300.
- DECEMBER (1953) BEDFORD 5-ton long-wheelbase diesel tipper, £495.
- JUNE (1955) BEDFORD petrol 36-seater Duple Super Vega luxury coach, certificate of fitness 1965, £2,100.
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- DECEMBER (1955) B.M.C. 7-ton diesel drop-side, long wheelbase, £400.
- FEBRUARY (1959) Thames Trader 5-ton long-wheelbase diesel drop-side, £775.

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- 1952 DODGE 103 P6 long-wheelbase chassis, fitted with detachable livestock container by Drew Bros., £550.

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- 1957 BEDFORD Workobus, red-cream, £375.

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- 1955 BEDFORD A-model 3-ton, integral cab, in excellent condition, C-licence operator, 6 ft. 6 in. inside height, with roller shutter, £265; choice of two.
- 1956 MORRIS 5-ton 1,200-cu.-ft. pantechnic, aluminium body, in superb condition, £475.
- 1954 BEDFORD 5-ton long-wheelbase truck, excellent order, £250.
- 1953 BEDFORD 3-ton drop-side truck, very good condition, £245.
- 1955 BEDFORD 5-ton short-wheelbase tipper, £375.
- 1955 BEDFORD 5-ton diesel P6 long-wheelbase truck, in excellent order, £335.
- 1956 BEDFORD 10-ton R6 Scammell unit, ex brewery, in first-class condition, choice of two, £345.

CHANDLERS MOTORS, L. TD., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

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- 1956 AUSTIN A30, nice clean van.
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- 1950 SEDDON 6-ton diesel boxvan.
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- 1954 BEDFORD 5-ton boxvan, large capacity.
- 1956 BEDFORD 5-ton truck, choice of three.
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- 1954 BEDFORD tippers, 5- and 7-ton, choice of several.

ALL the above are first-class used vehicles, demonstrated without obligation.

OTHER makes and types available.

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- 1959 ALBION Chieftain, 9.00 x 20 tyres, 6-speed gearbox, chassis and cab only, excellent condition.
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- 1956 COMMER T53, 9.00 x 20 tyres, 18-ft. drop-side body.
- 1956 MORRIS 5-tonner, 8.25 x 20 tyres, platform body.
- 1955 FORD, 4D engine, drop-side truck.
- 1954 THORNYCROFT Trident, diesel engine, 9.00 x 20 tyres, 18-ft. platform body.
- 1946 FODEN 8-wheeler, 6LW engine, 9.00 x 20 tyres, 24-ft. platform body.
- 1945 THORNYCROFT, diesel engine, platform body.

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- 1957 ALBION Chieftain drop-side.
- 1956 BEDFORD 7-ton drop-side, choice of three.
- 1955 BEDFORD tractor unit with Scammell coupling Albion engine and gearbox, 23-ft. insulated container.

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- 1957 Registered ATKINSON 8-wheeler, Gardner engine, 34-ft. drop-side body, double drive, good 40 x 8 tyres, in excellent condition.
- 1956 BEDFORD-SCAMMELL A model tractor unit, new Perkins P6 engine just fitted with 20-ft. Scammell trailer, whole outfit in excellent condition, would separate.
- LEYLAND Octopus 8-wheeler, 600 engine, double drive, latest type cab, 24-ft. body, rebuilt 1958.
- 1950 FODEN 6-wheel double-drive 24-ft. platform truck, Gardner 6LW, £500.
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- BEDFORD-SCAMMELL tractor unit with Bedford 300-cu.-in. diesel engine and 20-ft. Scammell trailer, would separate.

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1959 Registered

not been used since

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underneath, £2,250.

NEW DODGE 12-2

in engine, 2

20 tyres, ex stock.

NEW COMMER T53

gearbox, 9.00

ton, indicator

NEW FORD Thames

version to take 2

ton, indicator

1958 Thames T

Anthony H

one C-licence

1959 STANDAR

1955 SEDDON

fitted heat

1952 MORRIS

FORD 4 by 4 fitted

truck, price only

EAGLE 4-wheel

ton, 2-speed ax

BEDFORD 7-ton

East, 2-speed ax

DEALERS for D

B.M.C. and Lat

PRICE'S

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VAUXHALL-

LONDON R

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IMMEDIATE deliv

NEW BEDFORD

NEW BEDFORD

1959 FORD 1

1956 BEDFOR

1953 BEDFOR

1949 2-ton BE

1955 B.M.C. 3

1955 TROJAN

1955 HILLMA

1956

L. A. R

LOW MILEAGE

AUSTIN Loadsta

A 1,600, absolut

FORDSON ETY G

100, main unit

AUSTIN K5 6-w

ready to drive

BEDFORD OL 4

18-ton (choice

MORRIS LC 25

£110.

514

CHEERY

ATKINSON V

1955 ATKINS

1955 platform

1954 A.E.C.

1954 LEYLA

24-ft, 6-

HALE M

TO

VANS.

FORD

1958 BEDFO

1956 AUSTIN

1955 COMM

condition

1955 BEDF

choice

1954 MORR

1952 BEDF

unladen

AUSTIN, Ford,

AVAILABLE fo

Ford 12-seater

van, 6D ch

COMPRESHNS

**BODIES, L.T.D.**  
**ED THE SALE."**  
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 lean van.  
 with hoops and sheet.  
 ck, choice of three.  
 boxvan.  
 boxvan.  
 w. vans, choice of seven.  
 ilder's truck.  
 van, large capacity.  
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 p. pantechon, in glass.  
 g-wheelbase diesel tipper.  
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**KEYLANDS.**  
 D. LEEDS, 7.  
 84.  
 688516.  
 0.00 x 20 tyres, 6-speed  
 cab only, excellent con-  
 P6 engine, 2-speed axle,  
 x 20 tyres, 18-ft. drop-  
 25 x 20 tyres, platform  
 top-side truck.  
 ent, diesel engine, 9.00 x  
 rm body.  
 LW engine, 9.00 x 20  
 body.  
 el engine, platform body.  
 866-237

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**DELIVERY**  
 diesel, 108-in. wheelbase.  
 20 Firestone all traction  
 n 18-ft. flat lorry, fitted  
 engine, David Brown  
 axle, 60,000 miles only.  
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**DISTRIBUTORS.**  
 long-wheelbase flat.  
 pper.  
 p-side.  
 -side, choice of three.  
 with Scammell couplings  
 carbox, 23-ft. insulats  
**R ROAD.**  
**TAFFS.**  
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on diesel long-wheelbase  
 latest type, wrap-round  
 , available from stock  
 double drive.  
 n 8-wheeler, Gardner  
 e body, double drive,  
 in excellent condition.  
 L A model tractor unit,  
 just fitted with 20-ft.  
 in excellent condition.  
 00 engine, double drive,  
 rebuilt 1958.  
 le-drive 24-ft. platform  
 (unit).  
 el diesel 5-ton lorry-  
 unit with Bedford  
 20-ft. Scammell trailer,  
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 and 2800. 866-481

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**MAIN DISTRIBUTORS FOR ATKINSON VEHICLES**  
**AND YORK TRAILERS.**

**1959** Registered 8-wheel 17-ton ATKINSON, fitted  
 6LW engine, engine has been out, machine has  
 not been used since, fibre-glass cab, double-drive, Brown  
 gearbox, 40 by 3 tyres, 24-ft. platform body, light alloy  
 underframe, £2,250.  
**NEW DODGE** 12-ton tractor unit, Model 314AZ, 375  
 hp. in. engine, 2-speed axle, air brakes, heater, 9.00  
 by 20 tyres, ex stock.  
**NEW COMMER** TS3, 12-ton tractor, air brakes, 5-speed  
 gearbox, 9.00 by 20 tyres, available with 25-ft. York  
 4-ton trailer.  
**NEW FORD** Thames Trader with York third axle con-  
 version to take 21-ft. 6-in. platform body, 9.00 by 20  
 tyres, indicators, ex stock.  
**1958** Thames Trader, short-wheelbase, diesel, tipper.  
 Anthony hoist, 9.00 by 20 12-ply tyres, steel  
 body, ex-Cleance operator only, £250.  
**STANDARD** Atlas van, one owner, £275.  
**1959** SEDDON 1-ton gown van, Perkins P3 engine,  
 fitted heater, demister, £235.  
**1955** MORRIS diesel short-wheelbase tipper, £125.  
**FORD** 4 by 4 fitted 4D engine, platform body, useful  
 truck, price only £275.  
**PAGLE** 4-wheel trailer, double-drop-side, good condition,  
 £100.  
**BEDFORD** 7-ton tractor, fitted Scammell coupling.  
 Engine 2-speed axle, £425.  
**SALEERS** for Dodge, Austin, Ford, Commer, Karrier,  
 D.M.C. and Land Rover.

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**NEW BEDFORD** Workabuses.  
**NEW BEDFORD** Utilitrucks.  
**1959** FORD 15-cwt. Thames van, one owner, £350.  
**1956** BEDFORD CA van, £255.  
**1953** BEDFORD 5-ton truck, long-wheelbase, diesel,  
 £185.  
**1949** 2-ton BEDFORD boxvan, one owner, £75.  
**1955** B.M.C. 3-ton long-wheelbase van, diesel, £425.  
**1955** TROJAN diesel 1-ton, £245.  
**1955** HILLMAN estate car, nice condition, £400.  
**1956** 866-455

**L. A. RICH FOR COMMERCIALS.**  
**LOW MILEAGE (EX MINISTRY), UNREGISTERED.**  
**AUSTIN** Loadstar 4 x 4 chassis and cab, total mileage  
 A.1400, absolutely as new, £475.  
**FORDSON** ET7 6-wheeler chassis and cab, total mileage  
 100, again unmarked and as new, £325.  
**AUSTIN** K5 6-wheeler chassis and cab, unregistered and  
 ready to drive away, £125.  
**BEDFORD** Q4 4 x 4 chassis and cab, very fine con-  
 dition (choice of eight), £120.  
**MORRIS** LC 25-cwt. van (ex Home Office), fine order,  
 £110.  
**514 COLDHAMS LANE.**  
**CHERRY HINTON, CAMBRIDGE.**  
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**ATKINSON VEHICLES (SCOTLAND), L.T.D.**  
**CARLISLE ROAD.**  
 Airdrie 2881-2.

**1955** ATKINSON 8-wheeler, double-drive, fitted 6LW  
 platform.  
**1955** LEYLAND Comet, full-front cab, 20-ft. alloy  
 platform.  
**1954** A.E.C. 8-wheeler double drive platform, 9.6  
 diesel.  
**1954** LEYLAND Octopus, 600 engine, double drive  
 24-ft. 6-in. platform, 9.00 x 24 tyres. 866-222

**HALE MOTORS (TOTTENHAM), L.T.D.**  
**THE HALE, N.17.**  
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**VANS.**  
**1958** FORD 15-cwt. van, mileage 16,000.  
**1956** BEDFORD Utilitrack, 12-seater.  
**1955** AUSTIN 10-cwt. gown van, in excellent order.  
**1955** COMMER Superpolice gown van, in tip-top  
 condition.  
**1955** BEDFORD 10-12-cwt. van, excellent order,  
 choice of two.  
**1954** MORRIS 10-cwt. J-type boxvan, excellent  
 condition, repainted dark blue.  
**1954** BEDFORD P6 1-ton, doors and tailboard,  
 unladen weight 3 tons 4 cwt., 1,400 cu. ft.  
**1952** AUSTIN, Ford, Rootes Group.

**AVAILABLE** for immediate delivery, Ford 15-cwt. van,  
 Ford 12-seater personnel carrier, Trader 5-ton long-  
 wheelbase, 6D chassis and cab, Austin Omnitruck, Ford  
 5-cwt. van.  
**COMPREHENSIVE** stock always held. 866-342

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**ISLES, L.T.D.**  
**LEYLAND-ALBION SALES.**

**1955** Rebuilt THORNYCROFT Trusty, 21-ft. flat  
 platform body, Leyland diesel engine, 36 x 8  
 tyres. Ref. 7081.  
**1938** FODEN 8-wheeler, single-drive rear axle, 23-ft.  
 flat platform body, Gardner 6LW engine, 9.00  
 x 20 tyres. Ref. 3413.  
**1958** Thames Trader, 18-ft. flat platform body,  
 Ford 6D diesel engine, 9.00 x 20 tyres. Ref.  
 2162.  
**1950** ALBION Clydesdale, 21-ft. 6-in. flat platform  
 body, Albion 4-cylinder diesel engine, 9.00 x  
 20 tyres. Ref. 5551.  
**1956** ALBION Chieftain, 18-ft. 6-in. flat platform  
 body, Albion 4-cylinder diesel engine, 8.25 x  
 20 tyres. Ref. 5057.  
**1954** ATKINSON 6-wheeler, 24-ft. flat platform  
 body, Gardner 5LW engine, 9.00 x 20 tyres.  
 Ref. 5316.  
**1956** B.M.C. diesel, 16-ft. 6-in. timber truck body,  
 drop-sides, 8.25 x 20 tyres. Ref. 7640.  
**1954** ALBION Chieftain, 18-ft. flat platform body,  
 Albion 4-cylinder diesel engine, 8.25 x 20  
 tyres. Ref. 6537.  
**1959** Thames Trader, 18-ft. truck body, drop-sides,  
 Ford 6D diesel engine, 8.25 x 20 tyres. Ref.  
 3927.

**ISLES, L.T.D.**  
**LEYLAND-ALBION SALES.**  
**LEYLAND SERVICE DEPOT,**  
**STANNINGLEY,**  
**PUDSEY, YORKSHIRE.**  
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**MACAULAY STREET, GRIMSBY.**  
**LEYLAND, ALBION, SCAMMELL.**

**1954** Long-wheelbase ALBION Chieftain, 16-ft. alloy  
 body (flat), £625.  
**1957** Long-wheelbase BEDFORD 7-ton, 16-ft. drop-  
 sided body, Bedford 300 diesel engine, £625.  
**1954** Long-wheelbase DODGE 7-ton (2-speed axle),  
 18-ft. drop-sided body, £325.  
**1954** Long-wheelbase VULCAN G.F., Gardner 4LW,  
 17-ft. flat body, £185.  
**1954** Long-wheelbase E.R.F., Gardner 4LK, drop-  
 sided body, £675.  
**1955** September, LEYLAND Comet tipper, 15-ft.  
 (body), £750.

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**MACAULAY STREET, GRIMSBY.**  
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**ALMA GARAGES (BRISTOL), L.T.D.**  
**103 VICTORIA STREET,**  
**BRISTOL, 1.**  
 Phone 27063, 24669.

**£850** Each (1959) B.M.C. 5-ton long-wheelbase plat-  
 form diesel trucks, 16 ft. by 7 ft., choice of  
 two (unladen weight 3,381), one owner, genuine 20,000  
 miles, regularly maintained by us since new, really im-  
 maculate condition throughout.  
**£500.** 1956 SEDDON P6 diesel 7-8-ton truck, flat  
 platform, alloy body, a bargain not to be  
 missed, one owner, unladen weight 2,195 lb.  
**£675.** 1955 ALBION Chieftain, double-drop-side body  
 16 ft. long, alloy bed, wooden sides, one  
 owner, unladen weight 2,195 lb.  
**£165.** 1954 FORD boxvan, petrol, 650 cu. ft., new  
 gearbox, ideal for mobile shop or as spare for  
 removal contractors.  
**£250.** 1954 FORD boxvan, petrol, 750 cu. ft.,  
 another machine which is suited as shown  
 above.  
**£175.** 1952 GUY Vixen Luton van, petrol, 950-cu.-ft.  
 body requires slight attention, unladen weight  
 2,176 lb.  
**EARLY** deliveries can be quoted for new A.E.C.  
 Mercury and Mammoth Major chassis. 866-217

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**DODGE DISTRIBUTORS FOR EAST LONDON.**

**LEYLAND** Comet 1949 truck.  
**NEW** 10-cu.-yd. steel tipper body.  
**DODGE** 1955 106 P6 platform.  
**DODGE** 6-cu.-yd. hydraulic tipper (petrol).  
**FODEN** 1951 6 x 4 diesel platform.  
**FORD** P6 5-ton 1953 platform truck.  
**334** 1340 ROMFORD RD., London, E.7. Maryland  
 4772-3-4. 866-348

**MERTON ENGINEERING COMPANY, L.T.D.**  
**FAGGS ROAD, FELTHAM, MIDDLESEX.**  
 Feltham 6208.

**1949** AUSTIN diesel tractor and 8-ton semi low-  
 loading trailer.  
**1946** A.E.C. diesel tractor and 15-ton low-loading  
 trailer with 14-ft. 6-in. well.  
**1946** SCAMMELL, 6LW, tractor and 20-ton low-  
 loading trailer with 20-ft. well.  
**40** 45-TON Rogers trailer, 24 wheels.  
**15** 15-TON American semi-low-loading trailer, 25-ft. plat-  
 form.  
**10** 10-TON Highways flat platform trailer, 23-ft. platform.  
**5** 5-TON Tasker semi-low-loading trailer, 16-ft. platform.  
**3** 3-TON Queen Mary trailer.  
**SEVERAL** Bedford QL vehicles in stock. 866-293

## Used Goods Vehicles (contd.)

**1958** COMMER TS3 6-wheel tipper.  
**1951** VULCAN P6 drop-sider.  
**1951** FODEN (Gardner) 8-wheel drop-sider.  
**1952** BEDFORD (Comet) Scammell.  
**1951** THORNYCROFT Trident, platform.  
**1955** BEDFORD 7-ton diesel drop-sider, repainted.  
**1953** COMMER (petrol) 5-ton insulated van.  
**1955** AUSTIN A40 van, repainted.  
**1953** LEYLAND Comet EC02-1R platform.  
**1955** MORRIS Cowley 10-cwt. van.  
**1950** LAND ROVER (petrol).  
**1957** BEDFORD 10-12-cwt. van.  
**1947** BEDFORD cattle truck.  
**New** vehicles—  
**NEW** LEYLAND Octopus chassis and cab.

**NEWCASTLE (STAFFS) MOTOR CO., L.T.D.**  
**NEWCASTLE ROAD,**  
**TRENT VALE.**  
 Phone, Newcastle (Staffs) 64621-2-3. 866-474

**JESSUPS (STRATFORD), L.T.D.**  
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**BEDFORD MAIN DEALERS AND PERKINS**  
**SIGNHOLDERS.**  
**1957** BEDFORD heavy-duty petrol tipper, £495.  
**1957** S-model BEDFORD tipper.  
**1955** BEDFORD 7-ton long-wheelbase platform  
 diesel, good condition, £550.  
**1955** 7-ton DODGE truck, diesel, £525. 866-297

**1957** B.M.C. 7-ton drop-side lorry with power  
 steering, 2-speed axle, 9.00 x 20 tyres, heater  
 and demister, to be painted in customer's colours, speci-  
 men vehicle.  
**1957** BEDFORD 7-ton short-wheelbase diesel tipper,  
 in excellent condition, new tyres all round.  
**1956** BEDFORD 7-ton long-wheelbase diesel drop-  
 side truck, in good mechanical order, choice  
 of two.  
**1956** THORNYCROFT Sturdy Star platform lorry,  
 choice of two, both in fair condition.  
**1956** AUSTIN 5-ton, forward control, platform lorry,  
 newly painted green and black, specimen.  
**1955** DODGE diesel platform lorry with Eaton 2-  
 speed axle on fair 8.25 x 20 tyres, good mech-  
 anical order.

**1954** AUSTIN 1-ton van, petrol, recently inspected  
 by Ministry, ready for work.  
**HIRE-PURCHASE. PART-EXCHANGES**  
**CHAS. CLARKE AND SON (COMMERCIAL**  
**VEHICLES), L.T.D.**

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 26784 AFTER 6 O'CLOCK. 866-245

**GILBERT RICE, L.T.D.**  
**FORD MAIN DEALERS,**  
**HORSHAM, SUSSEX.**  
 Phone 4331.

**1955** BEDFORD 7-ton long-wheelbase platform  
 truck, engine overhauled, £355.  
**1954** AUSTIN Loadstar 3-ton drop-side truck, in  
 grey primer, engine just completely overhauled.  
 £375.  
**1956** FORD Thames 4D 157-in.-wheelbase drop-side  
 truck, heavy-duty frame and 5-ton springs.  
 £375.  
**1953** BEDFORD 4-ton insulated meat van, alloy  
 floor and roller shutter, £215.  
**1959** Thames Trader 7-ton tipper, 9.00 x 20 tyres,  
 engine reconditioned, with Anthony underfloor  
 tipping gear, £895.  
**1952** DODGE 6-ton, P6 engine, long-wheelbase drop-  
 side truck, in good condition, £215.  
**1955** FORD Thames 5-cwt. van, cellulined grey and  
 in good condition, £235.  
**1954** FORD 10-cwt. van, repainted, £95.  
**1953** FORD 5-cwt. van, repainted, £85. 866-363

**BEDFORD** 1957 6-ton diesel drop-side lorry, £530.  
**BEDFORD** 1956 5-ton petrol long-wheelbase platform  
 lorry, £325.  
**BEDFORD** 1956 3-ton petrol chassis and cab, £350.  
**BEDFORD** 1956 10-12 CA van, £245.  
**BEDFORD** 1954 10-12 CA van (exceptional), £225.  
**1958** 88-in. LAND ROVER diesel, £525.

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**CASTLE GARAGES,**  
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**Used Goods Vehicles (contd.)**

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**NEW LEYLAND Comet 3R, 21-ft. platform, immediate delivery.**  
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**NEW Thames Trader 7-ton long-wheelbase lorry, with special A licence, North West area.**  
**NEW LEYLAND Comet 3R, 21-ft. platform, with special A licence, Yorkshire and East Midlands areas.**  
**NEW LEYLAND 3R, with 6-wheel extension, 23-ft. platform, with special A licence, 6 tons, East Midlands and Yorkshire areas.**  
**NEW BEDFORD diesel 7-ton long-wheelbase lorry, with special A licence, North West area.**  
**1954 ALBION Chieftain Scammell diesel 10-ton artic., with special A licence, North West area.**  
**1954 ALBION Chieftain Scammell diesel 10-ton artic., with special A licence, Yorkshire area.**  
**NEW BEDFORD diesel 7-ton long-wheelbase lorry, 18-ft. platform.**  
**TWO new Thames Trader 7-ton long-wheelbase lorries, with A licences, Yorkshire.**  
**1956 B.M.C. diesel 7-ton long-wheelbase lorry, with special A licence, North West and Yorkshire areas, reasonable price.**  
**1956 B.M.C. diesel 7-ton long-wheelbase drop-side lorry, to clear, £375.**  
**1956 AUSTIN Lonsdale 5-6-ton long-wheelbase lorry, to clear, £275.**

TERMS AND EXCHANGES.

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**NEW COMMERCIAL 7-ton 13-ft. 6-in. chassis-cab, diesel, 9,000 x 20 tyres, air brakes, 5-speed box.**  
**NEW COMMERCIAL 7-ton 9-ft. 7-in. tipper, complete, 900 x 20 tyres, 5-speed box, air brakes.**  
**NEW COMMERCIAL 7-ton 11-ft. 9-in. chassis-cab, diesel, 9,000 x 20 tyres, 5-speed box.**  
**NEW KARRIER 2-3-ton 10-ft. 2-in. chassis-cab, diesel, 27 x 6 tyres.**  
**1957 COMMERCIAL diesel 12-ton articulated unit with Eaton 2-speed axle, £900.**  
**1957 COMMERCIAL diesel tipper, 900 x 20 tyres, £800.**  
**1954 AUSTIN 2-3-ton drop-side, B.M.C. diesel engine, very sound, £345.**

**ANCHOR MOTORS, CHESTER.**

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MAIN FORD DEALERS,

FINCHLEY.

**1957 AUSTIN A35 van, £305.**  
**1958 Thames 5-cwt. vans, from £285.**  
**1958 Thames 7-cwt. van, £320.**  
**1959 Thames 5-cwt. van, £325.**  
**1958 Thames 10-12-cwt. vans, choice of two, £375.**  
**1958 Thames 15-cwt. van, £350.**  
**1958 Thames 12-seater, £475.**  
**1959 Thames 12-seater, £455.**  
**1957 BEDFORD 10-12-cwt. van, from £285.**  
**1958 BEDFORD 10-12-cwt. van, £355.**  
**1958 BEDFORD Workabus, £425.**  
**1958 MORRIS 13-seater, £485.**  
**1957 October, Thames Trader 5-ton 6D long-wheelbase truck, excellent condition, £745.**  
**1959 November, Thames Trader 7-ton 6D long-wheelbase platform truck, 10,000 miles only, £995.**

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**BEDFORD 1954 5-ton long-wheelbase drop-side truck, P6 diesel, £350.**  
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**AUSTIN 1954 5-ton long-wheelbase drop-side truck, P6 diesel, £200.**  
**FOR immediate delivery.**  
**NEW BEDFORD 61-ton normal-control 179-in. wheelbase drop-side truck, 300-cu.-in. diesel engine.**  
**NEW BEDFORD 3-ton long-wheelbase drop-side truck, 200-cu.-in. diesel engine.**  
**NEW BEDFORD 6-ton short-wheelbase standard tipper, petrol engine.**

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**Used Goods Vehicles (contd.)**

**1952 BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.**  
**1951 BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.**  
**1948 SEDDON 6-ton long-wheelbase truck, diesel, £150.**  
**1954 BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.**  
**1952 BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.**  
**1953 BEDFORD 5-ton short-wheelbase tipper, petrol, £103.**  
**1953 BEDFORD 7-ton short-wheelbase tipper, petrol, £250.**  
**1956 COMMERCIAL 5-ton medium-wheelbase tipper, diesel, £350.**  
**1958 November, FORD 7-cwt. van, heater, in specimen condition, £295.**  
**1952 BEDFORD 5-ton long-wheelbase furniture van, petrol, excellent order, £225.**  
**1958 MORRIS 1-ton van, specimen condition, petrol, £325.**  
**1949 MORRIS-COMMERCIAL 2-ton van, petrol, good running order, £45.**  
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**1955 BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.**  
**1955 BEDFORD 7-ton long-wheelbase petrol tipper, £250.**  
**1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.**  
**1951 BEDFORD 2-ton boxvan, petrol, good condition, new tyres, £220.**  
**CHOICE of several good used 10-12-cwt. vans and Utilabrades.**

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**NEW vehicles in stock for immediate delivery.**  
**5-TON low-frame Trader 4D 152-in. chassis-cab.**  
**10-12- and 15-cwt. Thames vans.**

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**1957 SCAMMELL 23-ft. 10-ton platform trailer, £425.**  
**1958 BEDFORD CA high-top van, 7,000 miles from new, £525.**  
**1954 BEDFORD 7-ton S-type petrol long-wheelbase truck, reconditioned engine, £300.**

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**1951 BEDFORD platform, petrol.**  
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**LEYLAND Comet, 1957, normal-control long-wheelbase tipper.**  
**E.R.F. Steer, 1955, platform body.**  
**ATKINSON 1947 6-wheeler, platform body, very clean engine damaged.**

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**1958 STANDARD 6-cwt. pick-up truck, low mileage, £275.**  
**1957 Thames Trader 5-ton tipper, 6D engine, £750.**  
**1957 DODGE 6-ton diesel tipper (Model 10A) alloy body, 2-speed axle, £750.**  
**1956 BEDFORD 10-12-cwt. van, £250.**  
**1955 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. alloy body, £650.**  
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**1952 Thames 5-ton tippers (diesel), £190.**

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NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.

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**NEW FORD Trader 6D Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.**  
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**1960 Model 7-ton AUSTIN chassis-cab, one owner, C licence, £800.**  
**1958 B.M.C. 10-ton tractor unit, fifth-wheel coupling, £625.**  
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**1954 AUSTIN 5-ton boxvan, P6 engine, £125.**  
**1953 November, BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, £350.**  
**1953 SEDDON articulated, P6, C licence, good condition, £265.**  
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**1948 A.E.C. medium wheelbase, 7.7 engine, £225 each.**  
**HIRE-PURCHASE arranged.**  
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THAMES Trader 6-ton

MORRIS 3-ton for

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MORRIS J2 15-cwt

THAMES 15-cwt. va

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1944 E.R.F. 8-ton

1958 MORRIS 32

1959 MORRIS 41

1958 AUSTIN 4

AUSTIN 420

1957 BEDFORD

1956 7-ton tyros

1957 CANNY

After 7 p.m. pho

256-278 BOROU

1956 4-ton long-

1955 15-cwt. CO

of three.

PHONE, W

1956 November,

1955 COMMERC

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1955 AUSTIN E

base tipper

1953 AUSTIN L

750 x 20

1953 BEDFORD

750 x 20

J.C.

149 MAYO

G.T.C. (COMM

OPEN Sunday mo

1960 FORD Tra

side truck,

1959 FORD T

650.

1958 BEDFORD

side truck,

1958 FORD T

truck, £395

1958 BEDFORD

hoist gear,

AUSTIN

long-wheel

1957 BEDFORD

and 23-ft.

1956 BEDFORD

DODGE 6-

truck, 825

1956 FORD 4D

1955 wheelbase

1954 BEDFORD

AUSTIN

truck, ex-f

1955 BEDFOR

Walls, £10

1952 BEDFOR

£150

1952 BEDFOR

yd. drop-s

1952 BEDFOR

1949 THORNY

drop-side

1949 WOODYATT M

1945 MAUDSL

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1950 AUSTIN

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WOODYATT M

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1948 E.R.F.

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1959 AUSTIN

1957 AUSTIN

420

CAMBERS ENG

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1955 BEDFOR

owner, £

1955 BEDFOR

£335.

1953 AUSTIN

BEDFOR

petrol, £

1957 15-cwt, BE

OVER H

**GARAGE,**  
**IZED**  
**ON DEALER,**  
**OUTH ELMISALL,**  
**RACT.**  
 small 276-7-8,  
 petrol.  
 petrol.  
 22-ft. platform body  
 platform body, 2-  
 top-side body.  
 petrol engine.  
 d body.  
 platform long-wheel-  
 rm body.  
 platform body, very close

-EXCHANGES.  
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**UTORS.**

green, list price.  
 an, in primer, list price  
 -cwt. van, extra, painted  
 pule blue, excellent con-  
 on long-wheelbase truck  
 condition, £795.  
 cheap at £340.  
 ck-up truck, low mileage.  
 tipper, 6D engine, £750.  
 tipper (Model 103A) Pe-  
 tie, £750.  
 van, £250.

long-wheelbase diesel tipper.  
 650.  
 diesel van with over-  
 (diesel), £190.  
 th, Croydron. Thornew  
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**UTORS,**  
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 ILABLE FOR  
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on FG drop-side truck.  
 -cwt. FG chassis-cab  
 truck, chassis and front  
 diesel.

el.  
**ES OF**  
**VEHICLES**

ood condition, £285.  
 an, 15,000 miles, £365.  
 petrol, green, low mile-  
 de truck, £435.  
 an, in primer, £250.  
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**TON, LTD.,**  
**AGENTS.**  
 extension chassis, fitted  
 with 9.00 x 20.

1,200-cu.-ft. Luton body.  
 chassis-cab, one owner.  
 nit, fifth-wheel coupling.  
 15.

P6 engine, £125.  
 10-ton wheelbase truck  
 engine, £350.  
 76, C licence, good con-  
 use truck, Perkins P6  
 choice of five, £300.  
 dium wheelbase, £225.  
 istic tipper, double drive  
 base, 7.7 engine, £225

S.W.9. Brixton 780  
 866-361

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 1944 E.R.F. 8-ton truck, £150.  
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 1956 7 new tyres, £550.  
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 4-ton long-wheelbase 4D truck, choice of six.  
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 1955 of three.  
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November, B.M.C. 7-ton diesel long-wheelbase  
 flat, 2-speed axle, well shod, £425.  
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 1955 reconditioned engine fitted, 9.00 x 20 tyres,  
 £485.  
 1955 AUSTIN B.M.C. diesel 2-3-ton medium-wheel-  
 base tipper, £525.  
 1955 AUSTIN Loadstar 5-ton long-wheelbase truck,  
 1953 750 x 20 tyres, P6.  
 1953 BEDFORD 5-ton long-wheelbase tipper, P6, new  
 1953 750 x 20 tyres, £350 the pair.

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 side truck, £525.  
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 truck, £395.  
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 boost gear, £525.  
 1957 AUSTIN B.M.C. diesel forward-control 5-ton  
 long-wheelbase drop-side truck, £475.  
 1956 BEDFORD-SCAMMELL diesel articulated unit  
 and 23-ft. trailer, £675.  
 1956 DODGE diesel 6-ton long-wheelbase drop-side  
 truck, £25 x 20 tyres, £375.  
 1956 FORD 4D diesel 3-ton drop-side truck, £275.  
 1956 AUSTIN diesel normal-control 5-ton long-  
 wheelbase drop-side truck, £250.  
 1955 BEDFORD 30-cwt. drop-side truck, £225.  
 1954 AUSTIN 3-2-ton long-wheelbase drop-side  
 truck, ex-fruiterer, £200.  
 1955 BEDFORD diesel 5-ton long-wheelbase truck,  
 £335.  
 1952 BEDFORD 2-ton boxvan, separate cab, ex-  
 1952 Walle, £110.  
 1952 BEDFORD-SCAMMELL 10-ton articulated unit,  
 £150.  
 1952 BEDFORD 7-ton short-wheelbase tipper, 7-cu.-  
 yd. drop-side body, £150.  
 1952 BEDFORD 5-ton short-wheelbase tipper, £95.  
 1949 THORNYCROFT diesel 7-ton long-wheelbase  
 drop-side truck, ex-brwery, £135.  
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**WOODYATT MOTORS, LTD., offer:-**  
 1945 MAUDSLAY Mogul Mark II drop-side truck,  
 reduced to £175.  
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 £420.  
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**SELECTION BEDFORD vans.**  
 1955 BEDFORD 7-ton platform lorry, petrol, one  
 1955 owner, £225.  
 1955 BEDFORD platform alloy body, one owner,  
 £225.  
 1953 AUSTIN 5-ton platform, petrol, £165.  
 1953 BEDFORD 10-ton tractor unit, S.A.E. coupling,  
 petrol, £205.  
 1953 NEW 15-cwt. BEDFORD van.

**OVER HALL GARAGES, LTD.,**  
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 Ashford 5741. 866-347

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 MAIN FORD DEALERS,  
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 1952 COMMER 7-ton forward-control long-wheelbase  
 petrol truck, £150.  
 1954 COMMER 7-ton forward-control long-wheelbase  
 petrol truck, £175.  
 1954 COMMER 7-ton long-wheelbase truck, £125.  
 1957 DODGE 7-ton tipper, 5-speed gearbox, £575.  
 1953 BEDFORD 7-ton flat truck, £250.  
 1956 BEDFORD tipper, petrol, all-steel body, £200.  
 NEW Thames Trader diesel articulated chassis-cab, ex  
 stock.  
 NEW Thames Trader 5-ton 152-in. 6D chassis-cab, ex  
 stock.  
 NEW Thames Trader 5-ton 108-in. 6D drop-side tipper,  
 ex stock.

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**BROADHEAD ASSOCIATES,**  
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A Selection of 1959 BEDFORD 10-12-cwt. vans.  
 A Quantity of 750-cu.-ft. insulated van trailers.  
 1959 BEDFORD SST1 (Bedford diesel) short-wheel-  
 base 8-cu.-yd. tippers.  
 1957 B.M.C. articulated unit.  
 1,600-CU.-FT. articulated van, S.A.E. pin.  
 A Quantity of 4-wheel trailers, 11 ft. 6 in. by 5 ft. 6 in.  
 A platform loading height 2 ft.  
 VARIOUS 4-, 6- and 8-wheel lorries to clear.  
 DISMANTLING for spares: Maudslay 9.6 Albion CX3,  
 Dodge 105, and various Seddons, etc., etc.  
 1951 ATKINSON artic., 6LW.  
 1948 ALBION Chieftain 7-tonner. 866-556

**SURPLUS** to requirements owing to modernization.  
 SIX 35-39-seater LEYLAND Cheetahs, four with A.E.C.  
 7.7 engines, all with one to two years' certificate of  
 fitness, from £160 subject to condition of tyres.  
 BEDFORD QL breakdown truck, double jibs, £425.  
 BEDFORD 250-gallon tanker, £120.  
 BEDFORD 12-cwt. Uteleon, £125.  
 1959 BEDFORD Dormobile, 18,000 miles only, £475.  
 1958 AUSTIN Mini-Bus, certificate of fitness to  
 1965, £550.  
 1949 30-seater COMMER, £45.  
 COMMER half-deck 20-seater with Perkins P6 engine,  
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**OFFER FOR IMMEDIATE DELIVERY.**  
NEW COMMER 10-ton tractor units, diesel.  
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NEW COMMER 7-ton long-wheelbase drop-siders,  
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NEW COMMER 7-ton 11-ft 9-in. chassis-cab, diesel.  
PAINTING AND LETTERING TO YOUR  
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ALWAYS LARGE STOCKS OF NEW COMMERS  
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TOP ALLOWANCES ON YOUR OLD VEHICLES.  
EXCELLENT HIRE-PURCHASE FACILITIES  
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**12-TON COMMER tractor, fifth-wheel coupling, Eaton**  
2-speed rear axle, air brakes with 12-ton Hands  
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NEW 11-ton super-capacity van.

**PROMPT delivery of new short-wheelbase, medium-**  
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R offer immediate delivery of 2-7-ton, 2-stroke diesel-  
engined 11-ft. 9-in.-wheelbase tipper trucks, heavy-duty  
tyre equipment, 5-speed gearbox, air hydraulic brakes,  
flashing indicators, heater, Helper springs, front towing  
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subframe, painted ready for work.  
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BOYS third axle for the new DODGE 3144 and 3145  
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N.W.2.

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**A**LL models from stock or early delivery.  
**C**OMplete spares service for all types.  
**P**ERKINS diesel, every facility.

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**6**-TON short-wheelbase tipper, Model 3123P.  
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**A**LL inquiries to Primrose Group Sales, Clitheroe Rd.,  
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**N**ONE new FORD Thames Trader double-drive 6-wheeler,  
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with third axle conversion.  
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**S**TON, low frame, immediate delivery.

**A**LSO 108-in. articulated units.

**T**OP allowance on your old vehicles.

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**T**RADER 3-ton 138-in. 4D chassis-cab.  
**T**RADER 4-ton 152-in. 4D chassis-cab, low frame.  
**T**RADER 5-ton 152-in. 4D drop-side truck.  
**T**RADER 7-ton 160-in. 6D drop-side truck.

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7-TON long-wheelbase chassis-cab or truck, 7-ton tipper,  
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**D**ISPATCH MOTORS, 98-120 Southwark Bridge Rd.,  
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**T**RADER 2-ton 118-in. low-frame chassis-cab.

**T**RADER 2-ton 118-in. low-frame light-alloy box-back  
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**T**RADER artic. unit, 825 x 20 12-ply tyres.

**T**RADER 5-ton long-wheelbase 6-cylinder diesel truck.

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**7**-TON Traders, 160-in. wheelbase chassis-cab, 8.25 x 20  
12-ply tyres, 6-cylinder diesel.

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**E**ARLY and immediate delivery of GUY Invincible  
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**G**UX Vixen, B.M.C. diesel engine, 16-ft. 3-in. platform  
body, 4-wheeler, 12-ft. 6-in. wheelbase.  
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NORTHAMPTONSHIRE.

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**A**LBIION VEHICLES.

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AND AT  
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**MORRIS** 13-seat Minibus.  
**MORRIS** J2 15-cwt. van.  
**MORRIS** FG 30-cwt. chassis-cab, diesel.  
**MORRIS** LD05 30-cwt. van, diesel.  
**MORRIS** FG 2-ton chassis-cab, diesel.  
**MORRIS** FG 2-ton drop-side lorry, diesel.  
**MORRIS** FG 4-ton chassis-cab, diesel.  
**MORRIS** forward-control 5-ton long-wheelbase chassis-cab, diesel.  
**MORRIS** forward-control 5-ton long-wheelbase drop-side lorry, diesel.  
**MORRIS** 7-ton long-wheelbase chassis-cab, with Eaton  
10-speed axle, power steering, and 9 x 20 tyres.  
150 chassis front ends, suitable for construction of  
a mobile shop, etc.  
**30-CWT. LD05 diesel.**  
**30-CWT. FG diesel.**  
**2-TON FG diesel.**

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BLINSHALL STREET, DUNDEE.  
Phone 23383. 866-399

**MORRIS** 1-ton Luton pantechon, 500 cu. ft.,  
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**W. HAROLD PERRY, L.T.D.**  
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WEALDSTONE, MIDDLESEX.  
**1952** A.E.C. Burlingham Seagull 39-seater coach.  
certificate of fitness 1963, £2,500.  
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OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS  
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CHOICE of five A.E.C. Regent Mark III high-bridge  
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**1959** AUSTIN Omnicouch, 11 seats, certificate of  
fitness 1966, £495. G. H. Yeomans Motors,  
Ltd. Canon Pyon, Hereford. 867-x7446

**1959** AUSTIN 11-seater P.S.V., 6,000 miles from  
new, finished in blue fitted heater, £600.  
**LEE MOTORS, Dorchester.** Phone 1194. 866-451

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**ONE** 1952 35-seater BEDFORD, Yeates body, glass roof  
quarters, certificate of fitness 1963.  
**ONE** 1950 29-seater BEDFORD, Duple body, high-back  
seats, Formica sides, being recertified, £1,500 the two.  
has CM644, care of "The Commercial Motor." 866-8823

**BEDFORDS,** 1956 Duple 41-seaters, first-class condition.  
Barnways, 900 Coventry Rd., Birmingham, 10. 867-8841

## New Goods Vehicles (contd.)

**MORRIS-COMMERCIAL** 7-ton F.C. 150-in.-wheelbase  
chassis and cab (diesel), list price.  
**THE BUCKS MOTOR CO., LTD.,** Aylesbury 2264-5  
866-59

**NEW** 1-ton diesel LD04, forward-control model with  
Luton body, available from stock.  
**FERRARIS OF CRICKLEWOOD, LTD.,** 200-220  
Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7.  
866-155

**EAST GREENWICH GARAGE, LTD.** MORRIS 4-ton  
and 11-ton forward-control diesel trucks in stock  
Trafalgar Rd., Greenwich, S.E.10. Gre 4881. 866-292

**ONE** 15-cwt. MORRIS, list price. Cavendish Motors,  
Cavendish Rd., N.W.6. Willesden 0046-8. 866-340

**THE CRAWLEY DOWN GARAGE, LTD.** Snow Hill,  
near Crawley, Sussex. Cophorne 109-110.  
RETAIL dealers for MORRIS-COMMERCIAL have  
in stock:—

**NEW MORRIS** 3-ton forward-control FG model drop-  
side diesel truck.  
**NEW MORRIS-COMMERCIAL** 11-ton FG model,  
petrol, chassis and cab. Immediate delivery.

**MORRIS** 7-ton forward-control long-wheelbase drop-  
side diesel truck, heavy tyre equipment, power  
steering, immediate delivery. 866-362

**NEW MORRIS** J2 15-cwt. van, immediate delivery. St.  
Mary's Motor Co. (Harborough), Ltd. Market Har-  
borough 2206. 866-xA7445

**SCAMMELL**  
**HAMBLINS OF RUSHDEN,**  
**SCAMMELL DEALERS,**  
**RECTORY ROAD,**  
**RUSHDEN.**  
Phone 3211. 222-886

**SEDDON**  
**THE SEDDON Mk. 14** with Boys third axle gives you  
12-ton payload and 24-ft. body. Ask your agent.  
222-748

**HALLS (FINCHLEY), L.T.D.**  
886-902 HIGH ROAD,  
NORTH FINCHLEY, N.12.

**SEDDON** diesel vehicles. Full range new freighters,  
5 tipper, tractors, with Perkins or Leyland engines for  
payloads 1-12 tons. Gardner and Cummins powered rigid  
and articulated and multi-wheelers up to maximum legal  
gross vehicle weights. Hire-purchase, part-exchange.

**WRITE OR PHONE FOR BROCHURE.**  
**HALLS (FINCHLEY), L.T.D.**  
PHONE, HILLSIDE 1044-9. 222-877

**COTTEE AND EDWARDS (1939), LTD.,** Castle  
Boulevard, Nottingham. Phone 46674. Distributors  
for Nottinghamshire. Full range of spares available.  
Service and sales. 222-928

**SENTINEL**  
**NORTH CHESHIRE MOTORS, LTD.,** Woolston.  
Phone, Warrington 33271. Sales, spares and service.  
222-974

**STANDARD**  
**STANDARD** 6- and 10-cwt. vans, immediate. Westons  
Garage, Kew. Prospect 4479. 866-353

## PASSENGER VEHICLES FOR SALE AND WANTED

### Used Passenger Vehicles (contd.)

**ALF MOSELEY, L.T.D.**  
OFFER FROM STOCK:—

**1954** BEDFORD Duple Standard Vega 38-seater, red  
interior with cream and green exterior, certified  
1964, sensible machine, £1,750.

**1952** BEDFORD Gurney Nutting 37-seater and  
courier, blue interior, heater, exterior cream  
and blue, certified 1962, only £1,085.

**1952** BEDFORD Duple Vega 33-seater, red interior,  
exterior grey and red, £1,185.

**1951**, November, BEDFORD Plaxton 33-seater, green  
recellulosed cream and red, good tyres, certified  
November, 1961, £1,285.

**1949**, September, BEDFORD Duple Vista 29-seater,  
blue interior, Formica casings, exterior two  
blues, certified April, 1963, £550.

**PART-EXCHANGES.** KEEN H.P. TERMS.  
**140 KNIGHTHORPE ROAD,**  
**LOUGHBOROUGH.**  
Phone 4777-8. 866-130

**1953**, May, BEDFORD Gurney Nutting 36-seater,  
moquette, royal blue and ivory, heaters, radio,  
Perspex roof panels, certificate of fitness May, 1963, £1,400  
or offer. Neare Motors, Ltd., Upper Richmond Rd. West,  
S.W.14. Prospect 2235. 866-102

**1954** BEDFORD Duple 36-seater, certificate of fitness  
1964, condition excellent throughout, petrol  
engine, autumn tint interior, maroon and cream exterior,  
£1,900 or offer. Lamberts of Kingston, Ltd., phone, Kin  
3171, or after 7 p.m. Moseley 6949. 866-234

**1949** BEDFORD Duple Vista 29-seater, cream and  
green with green high-back seats, certified 1962,  
£250. Phone, Somersham, Huntingdon, 241. 866-x7559

**1954** BEDFORD Duple 36-seater, heaters, radio,  
diesel engine, one owner only.

**1951** BEDFORD 33-seater Duple, very nice con-  
dition. H.P., part-exchange. A. Spraggall,  
Ltd., Plumstead Common, S.E.18. Woolwich 5313. 866-526

## New Goods Vehicles (contd.)

**STANDARD** 6-cwt. van, immediate delivery. Acorn  
6731. 866-377

**STANDARD** 10-12 Atlas van, immediate delivery.  
Acorn 6731. 866-376

**THORNYCROFT**  
**MARSTON MOTOR CO., LTD.,** Seven Sisters Rd.,  
Tottenham, N.15. Sta 8000. London and Home  
Counties Distributors. 222-782

**TROJAN**  
**NEW TROJAN** 20-cwt. and 25-cwt. vans, personnel  
wagon and rural bus, full range of spares and first-  
class service from:—  
**WILLIAMS MOTOR CO. (MANCHESTER), LTD.,**  
W. Trafford St., Manchester, 3. Phone, Deansgate  
8781-5 for all information. 222-615

**HAMBLINS OF LEICESTER,**  
498 MELTON ROAD,  
LEICESTER.

**ALWAYS GOOD STOCKS OF NEW TROJANS.**  
**TOP ALLOWANCE ON YOUR OLD VEHICLES.**

**HAMBLINS OF LEICESTER,**  
498 MELTON ROAD,  
LEICESTER.  
Phone 61228. 222-895

**VOLKSWAGEN**  
**FOR** your VOLKSWAGEN—see the VW Centre at  
Ripley, distributors of all Volkswagen vehicles. The  
first in the U.K. to specialize exclusively in the sales and  
service of Volkswagens. A full range of spare parts  
always available. Colborne Garage, Ltd., "The Volkswa-  
gen Centre," Ripley, Surrey. Phone, Ripley 2361. 222-801

**EUROPEAN CARS, LTD.,** distributors for London  
& Western districts. Early delivery van, pick-up, Micro-  
bus, Kombi and ambulance. 129-131 Brompton Rd.,  
S.W.7. Freamate 7222. 222-740

**UNCLASSIFIED**  
**THE** new Boys third axle is available for all makes.  
Ask your agent or apply to Henry Boys and Sons,  
Ltd., Oxford St., Walsall. Phone, Walsall 2181. 222-749

**MAIN DODGE** distributors, Church Road Motors,  
(Southend), Ltd., Church Rd., Hadleigh, Essex.  
Phone, Hadleigh 57271 (10 lines).

**NEW DODGE** 6-ton tipper, steel body, from stock.  
ALL new models prompt delivery.

**FULL** range of spares for all models.  
**SALES** and service. Perkins diesel service. 866-407

**COX'S MOTORS, LTD.**  
**LEYLAND** and Albion authorized dealers, early delivery  
most models. Exchanges arranged.  
**COX'S MOTORS (HILL TOP), LTD.,** 127 Hill Top,  
West Bromwich. Wednesday 0470. 866-447

**3143** AZ DODGE tractor unit and York semi-trailer  
(will sell separately). 3207 BSZ Dodge light  
6-wheeler chassis and cab.

**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.,**  
443 Handsworth Rd., Sheffield, 13. Woodhouse 2541.  
866-484

### Used Passenger Vehicles (contd.)

**1955** BEDFORD (petrol) 36-seater Duple Super Vega  
full luxury coach, heater, finished in blue and  
cream, certificate of fitness 1965, £2,100.

**1955** BEDFORD (petrol) 36-seater Burlingham  
Seagull full luxury coach, exterior cream and  
green, certified until 1965, £2,100.

**TOM BYATT (STOKE), L.T.D.**  
FENTON, STOKE-ON-TRENT.  
Phone, Stoke-on-Trent 48581 (six lines). 866-511

**V. COLEMAN,**  
166 MAIN ROAD,  
SUNDRIDGE, KENT.  
Braisted 291.

**1954** BEDFORD Super Vega, 36-seater Duple, one  
owner, certificate of fitness, 1964.

**1953** BEDFORD Super Vega, 38-seater Duple,  
one owner, certificate of fitness, 1963.

**1952** BEDFORD Super Vega, 36-seater Duple, one  
owner, certificate of fitness, 1962.

**SEVERAL** coaches suitable for work contracts, etc., £75  
upwards. 866-175

**DISPATCH MOTORS,**  
FORD DISTRIBUTORS,  
256-278 BOROUGH HIGH STREET, S.E.1.

**1953** BEDFORD Gurney-Nutting 31-seater luxury  
coach, glass roof quarters, tubular racks,  
Bedford cord seats, certificate of fitness 1963.

**PHONE, WATERLOO 5991.** 866-536

**1955** BEDFORD Duple Vega 35-seater diesel coach,  
certificate of fitness 1964, £1,550.

**1955** BEDFORD Plaxton 36-seater diesel coach,  
certificate of fitness 1965, £1,950.

**1955** BEDFORD Duple 36-seater petrol coach, certi-  
ficate of fitness 1965, £1,850.

**MILLBURN MOTORS, LTD.,** 31-79 Millburn St.,  
Glasgow, N.1. Bell 0073. 866-102  
A49





**CO. LTD.**  
PASSENGER AND  
SPECIALISTS.  
COACHES.  
CK.  
DON DEPOT—  
BRIDGE ROAD,  
S.W.1.  
ia 6033.

**QUALITY USED COACHES.**  
YOU CONTEMPLATING A USED COACH  
PURCHASE? CONSULT THE EXPERTS.  
WE HAVE A MOST EXCELLENT AND COMPRE-  
HENSIVE RANGE OF  
**TOP QUALITY USED COACHES.**  
A FEW EXAMPLES ONLY OF OUR STOCK AS  
FOLLOWS:—

**1959** BEDFORD Plaxton 41-seater, full luxury coach with  
27 armchair seats, in diesel engine, certificate of fitness July,  
1962, exterior two shades of green, seating trimmed in  
dark green moquette, condition as  
new all round.

**1959** BEDFORD Duple 41-seater, full luxury coach, petrol,  
exterior cream and green, very reasonably priced.  
**1959** BEDFORD Duple 41-seater, full luxury coach, petrol,  
exterior black and orange, seating trimmed in fawn  
moquette, this vehicle is fitted with every conceivable extra  
and was formerly used for high class continental touring.  
**1959** BEDFORD Plaxton 41-seater, full luxury coach, this  
vehicle was formerly used on high class continental touring  
and is in superb condition.

**1959** BEDFORD Duple 35-seater coach, exterior cream and  
green, very attractive machine at a low price.  
**1959** BEDFORD Duple 35-seater coach, certificate of fitness  
January 1963, exterior cream and black, seating in  
dark green moquette, heater and demister.

**1959** BEDFORD Duple 35-seater coach, certificate of fitness  
January 1961, exterior ivory and black, seating in  
dark green moquette, splendid example of this popular  
type of machine.

**1959** ALBION Duple 35-seater full luxury coach, cream  
and red, seating trimmed in red patterned moquette, ex-  
cellent condition throughout and reasonable in price.

**1959** A.E.C. Mark IV chassis with 1955 Burlingham 41-  
seater full luxury coach body, exterior in ivory, seating  
in fawn patterned moquette, recertified for five years.  
The COMMERCIAL Coach Churchill 33-seater luxury coach,  
certificate of fitness, May, 1963, bargain price for quick  
sale.

**1959** TILLING Stevens Strachan 34-seater semi-coach,  
certificate of fitness, January 1962, very fresh machine  
offered at bargain price.

**1959** BEDFORD 27-seater coach, certificate of fitness, 1962.  
Large selection of diesel-engined 33-seater coaches suitable  
for workers' transport at very reasonable prices.

**AND MANY OTHERS.**  
WHY NOT MAKE A PERSONAL VISIT? WE WILL  
REUND CUSTOMERS' TRAVELLING EXPENSES ON  
EVERY COMPLETED DEAL.

**DO NOT DELAY—LET US HAVE YOUR INQUIRY  
NOW.**

**PART EXCHANGES WELCOMED.**  
**HIRE PURCHASE FACILITIES**  
FROM 10% DEPOSIT. 866-44

**BIRMINGHAM COACH SALES, LTD.,**  
4 INGE STREET (NEXT TO HIPPODROME),  
BIRMINGHAM, 5.  
Phone, Midland 1355.

**1958** COMMERCIAL 41-seater Duple.  
**1957** COMMERCIAL 41-seater Duple, choice of two.

**ONE** only, BEDFORD diesel, immediate delivery,  
41-seater Duple.  
**1954** LEYLAND Cub, 41-seater Burlingham body,  
Eaton 2-speed axle, tubular heating, etc., fitted  
with replacement engine at Leyland works, first-class  
condition.

**1952** BEDFORD Duple 33-seater, certificate of fitness  
1962.  
**1951** A.E.C. Mk. 8 39-seater, reconditioned engine,  
certificate of fitness.  
**1951** BEDFORD 33-seater, radio, heater, quarter  
lights.  
**1951** BEDFORD Mk. IV 35-seater Duple Vega, fitted  
with new seats.

**WE** specialize in part-exchange with the easiest of  
hire-purchase terms.

**BIRMINGHAM COACH SALES, LTD.,**  
4 INGE STREET (NEXT TO HIPPODROME),  
BIRMINGHAM, 5.  
Phone, Midland 1355.

After hours, Wolverhampton 368.33.  
**BUSINESS ON SUNDAYS BY APPOINTMENT.**  
866-231

**BIRD'S COMMERCIAL MOTORS, LTD.,**  
BIRMINGHAM ROAD,  
STRAITFORD-ON-AVON.  
Phone 3222-3-4 and 2135. Grams, "Quicksale."

**37** A.E.C. double-deck buses, fitted 9.6 engines and  
full air brakes, very good condition.  
**10** DAIMLER double-deck buses, very good condition.

**FURTHER PARTICULARS AND PRICES ON  
APPLICATION.** 866-205

**Used Passenger Vehicles (contd.)**  
**E. J. BAKER AND CO. (DORKING), LTD.,**  
COACH SHOWROOMS AND SERVICE STATIONS,  
FARNHAM TRADING ESTATE,  
FARNHAM, SURREY.  
After 6 p.m. Farnham 4481.  
Phone, Farnham 4626-7 and 3227 8 a.m. to 6 p.m.

**WE INVITE YOU TO OUR FARNHAM COACH  
SHOWROOMS TO EXAMINE OUR SELECTION OF  
FIRST-CLASS USED COACHES.**  
WHICH WE CONFIDENTLY CLAIM TO BE THE  
FINEST IN THE SOUTH.

**1959** BEDFORD petrol Duple 41-seaters, glass roof,  
quarters, heaters, £3,200.  
**1958** BEDFORD petrol Duple 41-seater, red interior,  
grey-red exterior, Formica sides, certificate of  
fitness 1965, £2,950.

**1957** BEDFORD petrol Duple 41-seater, red interior,  
maroon-grey exterior, heaters, £2,750.  
**1956** BEDFORD 21-seater Spurno-bus, 28 h.p. bus  
seats, rear luggage locker, one owner, good  
tyres, grey-maroon, certificate of fitness 1961, £750.

**1954** BEDFORD petrol, 36-38 seaters, red-blue  
interior, choice of several, £1,950.  
**1955** BEDFORD Yeates 36-seater red interior, red-  
cream exterior, certificate of fitness 1965, £2,100.

**1954** BEDFORD Burlingham 35-seater and courier,  
autumn interior, blue exterior, attractive vehicle.  
**1954** BEDFORD Duple 36-seater coach, full luxury,  
Perkins R6 engine, cream and blue exterior,  
£1,900 o.n.o., £1,950.

**1952** BEDFORD Plaxton 33-seater, cream-blue  
exterior, blue interior, £1,050.  
**1952** BEDFORD Plaxtons, 33-seaters 7-ft. 6-in. wide,  
available shortly, from £1,150.

**1950** DAIMLER full-front 35-seater body, red  
interior, certificate of fitness 1962, £950.  
**1951** DENNIS Falcon, 33-35-seaters, choice of  
three, from £550.

**1951** MAUDSLAYS, A.E.C. 7.7, Gurney-Nutting  
bodies, 37-seaters, certificate of fitness 1963,  
£795 each.

**1950** DENNIS 33 full-front, 33-seater body, red  
interior, certificate of fitness November, 1963,  
£650.

**1949** 50 AUSTIN, 32-seaters, Mann Egerton coach  
bodies, good certificates of fitness, choice of  
two, from £250 each.

**1949** TILLING-STEVENS 33-seaters, with good cer-  
tificates of fitness, choice of two, from £150  
each.

**REBUILT** 1947 A.E.C. Duple 35-seater body, maroon-  
cream exterior, red interior, £250.

**SELECTION** of petrol and diesel engined coaches for  
carriage of personnel, from £100.

**INEXPENSIVE** BEDFORD Vistas for mobile shops, site  
offices, usually from £80.

**ALL VEHICLES OVER £500 ARE STEAM  
CLEANED AND WORKS CHECKED.**

**AS** Plaxton-Burlingham authorized repairers for the  
South, we offer good repair service, also painting  
and trimming. Crash jobs our speciality. We can usually  
arrange to hire you a coach whilst yours is off the road.

**SPECIAL NOTICE TO  
WEST COUNTRY AND WELSH OPERATORS.**

**WE ARE PLEASED TO ADVISE THAT OUR ALLIED  
COMPANY, MESSRS. WELCH AND CO. LTD., OF  
BRISTOL, ARE PREPARED TO HANDLE AFTER-  
SALES SERVICE OF COACHES PURCHASED FROM  
FARNHAM, WHICH WILL ENABLE YOU TO BUY  
FROM US WITH ADDED CONFIDENCE.** 866-344

**DON EVERALL, LTD.,**  
34 CLEVELAND ROAD,  
WOLVERHAMPTON.

**PASSENGER TRANSPORT SPECIALISTS.**  
**1956** BEDFORD petrol 41-seater Burlingham coach,  
£2,600.

**1955** Bedford petrol 36-seater Duple coaches,  
certified 1965, choice of two, £2,000.  
**1954** GUY Arab lightweight, Gardner 6HLW under-  
floor engine, 41-seater Burlingham Scagull  
coach, certified 1964, £3,300.

**1954** SENTINEL 6-cylinder diesel underfloor-engine  
coach, certified 1964, £1,400.  
**1954** BEDFORD petrol 33-seater Burlingham Scagull  
coach, individual adjusting seats, glass roof  
quarters, heaters, etc., certified 1964, £1,600.

**1953** BEDFORD petrol 36-seater Duple coaches,  
heaters, glass roof quarters, certified 1963,  
choice of three, £1,700.

**1952** DAIMLER Freeline 43-seater Metalcraft  
coaches, choice of two, certified 1962, £1,650.  
**1952** LEYLAND Royal Tiger 41-seater, Yeates  
luxury coach, certified 1962, £2,000.

**1951** A.E.C. Mk. IV 37-seater Burlingham coach, new  
engine fitted, certified 1961, £1,650.  
**1951** LEYLAND Royal Tiger, 39-seater Bellhouse  
Hartwell coach, certified 1961, £1,500.

**1951** FODEN, 6LW Gardner, 41-seater Bellhouse  
Hartwell coach, certified 1961, £1,350.  
**1950** 48-49 BEDFORD petrol 29-seater Duple Vista  
coaches, £250-£350.

**50**  
DIESEL 33-SEATER HALF-CAB AND 29-SEATER  
PETROL COACHES AT £150-£500. OR AVAILABLE  
FOR  
**HIRE**  
FOR SHORT OR LONG PERIODS.  
PHONE, WOLVERHAMPTON 23212.  
NIGHTS AND WEEK-ENDS, 32347 AND 22293.

**DON EVERALL, LTD.** 866-131

**Used Passenger Vehicles (contd.)**

**STANLEY HUGHES AND CO. LTD.,**  
LODGE GARAGE, WHITEHALL ROAD,  
GOMERSAL, NEAR LEEDS.  
Phone, Bradford 681144-9.

**IMMEDIATE DELIVERY FROM STOCK.**  
**AT**  
**GREATLY REDUCED PRICES.**

**NEW** BEDFORD Super Vega, fitted with Duple  
41-seater bodies, red interior, choice of three.  
**NEW** FORD Trader, fitted Duple 41-seater body, red  
interior, choice of two.  
**NEW** FORD Trader, fitted 41-seater Burlingham body.  
**NEW** COMMERCIAL, fitted 41-seater Duple body.

**USED COACHES.**

**1952** A.E.C. Mark IV Plaxton 41-seater, £1,500.  
**1956** BEDFORD 41-seater, immaculate, £2,400.

**1955** BEDFORD 34-seater, just certified for five  
years, £1,250.  
**1954** BEDFORD 37-seater, certified to 1964, £1,375.

**1952** BEDFORD 35-seater Gurney Nutting, £975.  
**1952** COMMERCIAL Harrington, fitted Eaton 2-speed,  
27 armchair seats, £1,050.  
**1952** A.E.C. 37-seater Burlingham Mark IV, £1,150.

**1951** BEDFORD 33-seater Duple, £900.  
**1951** FODEN 43-seater Bellhouse-Hartwell, £875.  
**1951** FODEN 39-seater Bellhouse-Hartwell, £750.

**1950** A.E.C. Duple Ambassador 33-seater, 9.6, £700.  
**1950** A.E.C. fitted Burlingham full fronts, choice of  
two, £750 each.

**1949** A.E.C. 37-seater Duple, certificate of fitness  
to 1962, £375.  
**1947** 48 GUY double-deckers, Park Royal bodies, 5  
and 6LW, certified, choice of four, £275 each.

**A** number of Leylands, A.E.C., Bedfords, suitable for  
A works contracts and travelling shops, prices ranging  
from £100 each.  
**A**LL types of spares including 7.7, 9.6 A.E.C., Gardner  
4, 5 and 6. Diesels and gearboxes.

**PART-EXCHANGES. HIRE-PURCHASE.**  
**NIGHT PHONE, CLECKHEATON 2461-2.**  
**MIRFIELD 3183, 2160.**  
**WALES: R. COWDELL, NEWPORT 59865.** 866-541

**BARNARD AND BARNARD, LTD.,**  
PASSENGER AND COACH DEALERS.

**1960** New THAMES Burlingham Scagull 60, 41-  
seater, fitted with radio, Formica waist panel,  
interior red moquette, exterior grey and red, immediate  
delivery, choice of two.

**1959** BEDFORD Super Vega, 41-seater full luxury  
Duple body, fitted with heater, speech amplifi-  
cation and many other extras, small mileage, as new,  
certified 1965.

**1956** BEDFORD Super Vega, 8-ft. and 7-ft. 6-in.  
wide 41-seaters, full luxury Duple body, fitted  
with radio and heaters, Perspex quarters and many  
other extras, in good clean condition throughout, cer-  
tified 1961, choice of four.

**1954** BEDFORD Ventura, 38-seater full luxury  
front and rear dome lights, heater, in good clean  
condition throughout, certified 1964.

**1954** BEDFORD Super Vega 36-seater, full luxury  
Duple body, fitted with heater, in good clean con-  
dition throughout, certificate of fitness 1964.

**1953** full luxury Scagull body, fitted with heater,  
roof lights, certified 1963.  
**1953** BEDFORD Super Vega, 35-seater full luxury  
Duple body, fitted with radio, heater, good  
clean condition throughout, certificate of fitness 1963.

**1953** A.E.C., 9.6, crash box, 41-seater full luxury  
Burlingham body, fitted with heater, lift-up roof  
lights, clean condition throughout, certificate of fitness  
1963.

**1952** BEDFORD Vega, 35-seater full luxury Gurney  
Nutting body fitted with lift-up roof lights,  
heater, good clean condition throughout, certificate of  
fitness 1962, choice of two.

**1952** LEYLAND, rebuilt, 38-seater full-front Plaxton  
body, fitted with heater, clean condition  
throughout, certified 1962.

**1951** MAUDSLAY, 9.6, 39-seater full luxury  
Harrington dorsal-fin body, fitted with radio,  
heater, good clean condition throughout, certificate of  
fitness 1961.

**1951** BEDFORD Vega, 7 ft. 6 in. wide, 33-seater,  
full luxury Duple body, in good clean con-  
dition throughout, certificate of fitness 1961.

**1947** 48 BEDFORD Vistas, 29-seater Duple bodies,  
certified 1961-62, choice of several.  
**SEVERAL** coaches suitable for workmen and mobile  
shops at very reasonable prices.

**PART-EXCHANGES. HIRE-PURCHASE.**  
**YOUR FORD DEALERS.**  
**PHONE, SYDENHAM 2224-5-6.**  
310-326 SYDENHAM ROAD,  
LONDON, S.E.26.  
AFTER HOURS, BIGGIN HILL 330.

**1950** ALBION Duple 31-seater, Formica panels, five  
years' certificate of fitness to 1965, used on  
tour, very attractive machine at £750.

**1959** AUSTIN 12-seater P.S.V., certificate of fitness  
to 1965, quarter lights, roof lights, immaculate,  
must be seen, £750.

**SWINARDS, Ashford, Kent, Ashford 1064.** After 6  
p.m. Ashford 497. 866-156  
A51

Used Passenger Vehicles (contd.)

**LES GLEAVE, L.T.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226.

NEW 1960 BEDFORD Burlingham 41-seaters.  
NEW 1960 BEDFORD Duple 41-seater, 4- or 5-speed box.  
NEW 1960 FORD Burlingham 41-seaters.  
1959 37-seater BEDFORD petrol Duple.  
1957 41-seater BEDFORD petrol Duple.  
1956 BEDFORD Duple 41-seater.  
1952 BEDFORD Duple 37-seater.  
1950 BEDFORD Vistas.  
1955 BEDFORD Burlingham 36-seater.  
1955 COMMER 37-seater Burlingham.  
1954 BEDFORD 36-seater Duple.  
1951 COMMER 33-seater Plaxton; choice of two.  
VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

**LES GLEAVE, L.T.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226.  
AFTER 8 P.M. PHONE SANDBACH 881 OR  
SWINTON 2932. 866-264

**COACHES AND COMPONENTS, L.T.D.**  
469-475 HOLLOWAY ROAD, LONDON, N.7.  
Archway 2647 (five lines).

1959, January, BEDFORD 41-seater petrol Super primrose, glass roof quarters, heaters, radio, certificate of fitness to end 1965.  
1959, February, BEDFORD 41-seater petrol Super heaters, radio, certificate of fitness to October, 1965; demonstration coach.  
1957 BEDFORD petrol 41-seater Super Vega, exterior cream-red, certificate of fitness March, 1964.  
1956 BEDFORD petrol 36-seater Continental luxury Duple, exterior ivory-red, certificate of fitness to May, 1961.  
1954 BEDFORD 36-seater, exterior black-cream, certificate of fitness to August, 1964.  
1952 DENNIS 35-seater, blue moquette, exterior blue-cream, certificate of fitness April, 1962.  
1952, January A.E.C. Regal 37-seater, exterior red, certificate of fitness August, 1960.  
1952, May, BEDFORD 35-seater Gurney Nutting body, exterior maroon-cream.  
1952, June, BEDFORD petrol 33-seater, Super Vega, exterior cream-red, certificate of fitness June, 1961.  
1951 MAUDSLAY (A.E.C. oil engine) 33-seater Bellhouse Hartwell body, new certificate.  
1951 -52 BEDFORD, 35-seater Gurney Nutting body, certificate of fitness 1961; choice of two.  
1951 DENNIS 37-seater Gurney-Nutting, red moquette, exterior maroon-cream.  
1949 GUY Arab, Meadows 10.3 engine, 37-seater, certificate of fitness to March, 1961.  
1947 DENNIS Lancet III 35-seater coach, exterior blue-cream, certificate of fitness to July, 1962. 866-529

**FORD THAMES,  
THE MOTOR DEPOT,  
158 WALSGRAVE ROAD,  
COVENTRY.**  
PHONE: DAY 5732; NIGHT 68503.  
SEVERAL CHASSIS ARE NOW BEING BODIED WITH  
**41-SEATER DUPE YEOMAN.**  
GIVE US YOUR FINISHING INSTRUCTIONS NOW  
FOR EARLY DELIVERY.

1958 41-seater BEDFORD Duple.  
1957 37-seater BEDFORD Burlingham.  
1956 41-seater BEDFORD Duple.  
1955 41-seater COMMER, 5-year certificate of fitness.  
1954 36-seater BEDFORD Duple.  
1952 35-seater BEDFORD Duple.  
1951 41-seater LEYLAND Royal Tiger.  
GOOD allowance on part-exchanges. H.P. terms. 866-540

**GARNERS COACHES, L.T.D.**  
A.E.C. 9.6 33-seater, full fronted, 1950, certificate of fitness 1963.  
DENNIS Lancet 33, 35-seater Duple bodies, 1947-49, choice of three, certificates of fitness 1962.  
AUSTIN 32-seater, 1951, full front, certificate of fitness to 1961.  
ALL above are in use and ready for immediate service at reasonable prices.

**37 SOUTH EALING ROAD,  
LONDON, W.5.  
Ealing 9046. 866-453**

Used Passenger Vehicles (contd.)

**FRANK COWLEY.**  
**200**  
BUSES AND COACHES ACTUALLY IN STOCK.  
**R** EADY FOR I M M E D I A T E S E R V I C E .

1951 LEYLAND PDI, full front, fully enclosed with sliding front entrance, high-bridge double-deckers, these are genuine and not re-registered vehicles, all certified, £595 each.  
1947 A.E.C. double-deckers, bodily and mechanically, as new, certified and ready to go into immediate service, £310 each.  
1951 CROSSLEY double-decker, all-metal body with A.E.C. 7.7 diesel engine, certified and ready for service, £375.  
1946 -47-48 GUY double-deckers, all with Gardner engines and ready for immediate service, £295 each.  
BRISTOL low-bridge double-deckers, all with Gardner diesel engines and almost new bodies, immaculate throughout, £295 each.  
1949 BRISTOL 33-seater coaches, Gardner SLW diesels and 5-speed gearboxes, a very lovely fleet of coaches, £395 each.  
1948 LEYLAND PSI, 32-34-seater buses, all in excellent condition and ready for immediate service, £275 each.  
1947 -48-49 BRISTOL 35-seater super service buses, powered by Gardner SLW diesels and 5-speed gearboxes, exceptionally clean and in good condition throughout, just into stock, choice of 40, £325 each.  
LEYLAND high- and low-bridge double-deckers, 1949 L and 1950 bodies, excellent and very clean throughout, £225 each.

**FRANK COWLEY.**  
3 BLACKFRIARS ROAD,  
SALFORD, 3.  
Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 866-515

**MILL HILL MOTORS.**  
33 ST. MARY'S ROAD,  
MARKET HARBOROUGH.  
PHONE, DAY AND NIGHT, COVENTRY 68503.  
LONDON AGENT: DAY, GRAYS, THURROCK 2838;  
NIGHT, HORNCHURCH 47457.

**1960**  
**41-SEATER THAMES DUPE COACHES**  
AVAILABLE FOR IMMEDIATE DELIVERY.  
DEMONSTRATION COACH SEEN BY  
APPOINTMENT.

1958 41-seater Duple.  
1957 37-seater Burlingham.  
1955 41-seater COMMER, 5-year certificate of fitness.  
1952 A.E.C. 41-seater.  
1951 41-seater LEYLAND Royal Tiger.  
SEVERAL 29-seater BEDFORD Vistas, 1948 onwards, and 33-36-seater diesels, suitable for service work.  
PART-EXCHANGES and 3-year H.P. available. 866-150

**W. S. YEATES, L.T.D.**  
DERBY ROAD, LOUGHBOROUGH.  
**MAKERS OF "EUROPA" COACHWORK.**  
WE are proud to offer a fine selection of carefully prepared and tested luxury coaches. Please write for full list. We have all types in stock, 29-41 seats, petrol and diesel.  
WHATEVER you need—a new coach or a good used coach—we can be of service.  
W. S. YEATES, LTD., specialize in coaches—not only selling them but providing coachwork and chassis repair departments to give a full after-sales service.

FOR PERSONAL FRIENDLY ATTENTION AND SERVICE.  
WRITE, PHONE OR CALL.  
PHONE, LOUGHBOROUGH 4321.  
**W. S. YEATES, L.T.D.**  
DERBY ROAD,  
LOUGHBOROUGH. 866-94

**PERCY D. SLEEMAN, L.T.D.**  
LONDON COMMERCIAL DEALERS.

1960 COMMER TS3, air brakes, overdrive, 41-seater Duple, glass roof quarters, heater, ex-demonstrator, 7,000 miles.  
1951 A.E.C. Mk IV 41-seater, Burlingham Scagall body, heaters, red interior; also 39-seaters, blue interior, certificate of fitness 1961.  
1951 LEYLAND Royal Tiger, air brakes, 41-seater Gurney Nutting coachwork, red interior, certificate of fitness 1961.  
1949 GUY, Gardner SLW, Whitson body, 35-seater, certificate of fitness September, 1963.  
1948 DENNIS, Duple body, 35-seater, certificate of fitness November, 1961.  
1948 LEYLAND PSI, 33-seater coach bodies, two heaters, certificate of fitness 1963; choice of several.  
A LSO a number of BEDFORD Vistas suitable for travelling shops.

**38 UNBRIDGE ROAD,  
EALING, W.5.  
PHONE, EALING 7987.**  
After hours, Iver 561 or Beaconsfield 1081. 866-420

Used Passenger Vehicles (contd.)

**SAVILLE MOTOR SALES, L.T.D.**  
STRATFORD-ON-AVON.  
Phone, Stratford-on-Avon 4242 (15 lines).  
And on Saturday afternoons, 4005.

1952 A.E.C. 9.6 37-seater full-front, finished in cream and red, radio and speech amplification, good tyres, certificate of fitness December, 1962.  
1952 FODEN rear-end TS, fitted with 33-seater canopy lights, Continental step dual heaters, adjustable reclining seating, finished in cream and black, fawn interior, has to be seen to appreciate, certificate of fitness, 1962.  
1951 clean and mechanically good, finished in black, green interior, certificate of fitness 1961.  
1950 LEYLAND Plaxton 33-seater, full front, certificate of fitness 1963.  
1949 DAIMLER 30-seater Burlingham, clean and vehicle, certificate of fitness to 1963.

**HIRE-PURCHASE. PART-EXCHANGE.**  
**ALSO AT—**  
**REDBROOK ROAD,  
MONMOUTH.**  
Phone, Monmouth 336.

**LANCASHIRE MOTOR TRADERS, L.T.D.**  
OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 5201.  
EVENINGS, OLDHAM MAIN 2461.

**SECOND-HAND COACHES**  
**NOW IN STOCK.**

1954 COMMER TS3 39-seater, Plaxton coachwork, fitted glass quarter lights, radio and heater, Eaton 2-speed axle, red interior, cream and green exterior, £1,900.  
1951 LEYLAND Royal Tiger 39-seater Windsor cream interior, cream and blue exterior, fitted air brakes and heater, £1,500.  
1953 Choice of 10 A.E.C. Mk IV and A.E.C. Reliance bodywork by Plaxton, Burlingham and Duple, all in immaculate condition with numerous extras, detailed list sent on application.  
1960 BEDFORD, petrol, 5-speed gearbox, 41-seater Plaxton coachwork, mileage approximately 6,000 indistinguishable from new, £3,350.  
1953 BEDFORD 36-seater Harrington, automatic tint interior, cream and red exterior, excellent condition, £1,650. 866-515

**KIRKBY AND SONS (SALES), L.T.D.**  
CROSS ROADS GARAGE,  
ANSTON, NEAR SHEFFIELD.  
1955 BEDFORD 36-seater Burlingham, recertified before delivery, £2,150.  
1954 BEDFORD 38-seater Plaxton, certificate of fitness to August, 1964, £1,925.  
1954 BEDFORD 38-seater Duple, certificate of fitness to March, 1964, £1,700; choice of two.  
1952 BEDFORD 37-seater and courier Duple, certificate of fitness 1962, £1,375.  
1951 -52 BEDFORD 33-35-seater Plaxton and Duple from £950.  
1950 COMMER Avenger 33-seater, certificate of fitness to December, 1962, £400.  
1950 SENTINEL 40-seater, diesel, certificate of fitness 1962, £375.

**TERMS AND EXCHANGES.**  
PHONE, DUNNINGTON 541 (FOUR LINES), BY DAY  
NIGHT PHONES: MANSFIELD 5395, DUNNINGTON 577, WORKSOP 2963.  
NORTHERN AREA: PHONE, MILNWOOD 351.  
SOUTHERN AREA: PHONE, TAVISTOCK 278. 866-277

**J. A. DICKSON.**  
STATION ROAD,  
STOKE MANDEVILLE, BUCKS.  
Phone 3261.  
**OFFER FOR  
IMMEDIATE DELIVERY.**

NEW BEDFORD 41-seater Duple, 350 diesel, cream with red interior.  
1952 FODEN 41-seater, rear engine, 6LW, nice condition, good certificate of fitness.  
1953 FODEN, 41 seats.  
1951 A.E.C., 39 seats.  
1954 LEYLAND Cub, Burlingham 41-seater, very clean.  
LEYLAND double-deckers, new tyres, three years' certificate of fitness, in first-class condition, choice of two.  
PART-EXCHANGES, H.P., insurance. Painting and signwriting, etc. 866-298

**ERRINGTONS OF EYINGTON, L.T.D.**  
1957 COMMER (Rootes diesel) 5-speed box, Plaxton 41-seater, radio and heaters, certified 1964, £2,750.  
1957 COMMER (Rootes diesel) 5-speed gearbox, Yeates Europa 41-seater, radio and heaters, certified 1964, £2,700.  
1951 COMMER Plaxton Envoy, 33-seater, 2-speed axle, radio and heaters, certified 1961, £800.  
1950 SENTINEL 40-seater service bus, 4-cylinder, direct injection engine, 5-speed gearbox, recertified five years, £500.  
A LSO several A.E.C., Leyland, Daimler, Bedford with certificates of fitness from £125.

**EVINGTON, L. LEICESTER.**  
Phone 38102-3. 866-37

Used Passenger Vehicles (contd.)

**STOCKLAND**  
MARSH  
BIRMINGHAM

1952, July, 1959, A.E.C. 9.6 37-seater full-front, finished in cream and red, radio and speech amplification, good tyres, certificate of fitness December, 1962.  
1952 FODEN rear-end TS, fitted with 33-seater canopy lights, Continental step dual heaters, adjustable reclining seating, finished in cream and black, fawn interior, has to be seen to appreciate, certificate of fitness, 1962.  
1951 clean and mechanically good, finished in black, green interior, certificate of fitness 1961.  
1950 LEYLAND Plaxton 33-seater, full front, certificate of fitness 1963.  
1949 DAIMLER 30-seater Burlingham, clean and vehicle, certificate of fitness to 1963.

**HIRE-PURCHASE. PART-EXCHANGE.**  
**ALSO AT—**  
**REDBROOK ROAD,  
MONMOUTH.**  
Phone, Monmouth 336.

**LANCASHIRE MOTOR TRADERS, L.T.D.**  
OLYMPIA GARAGE,  
LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 5201.  
EVENINGS, OLDHAM MAIN 2461.

**SECOND-HAND COACHES**  
**NOW IN STOCK.**

1954 COMMER TS3 39-seater, Plaxton coachwork, fitted glass quarter lights, radio and heater, Eaton 2-speed axle, red interior, cream and green exterior, £1,900.  
1951 LEYLAND Royal Tiger 39-seater Windsor cream interior, cream and blue exterior, fitted air brakes and heater, £1,500.  
1953 Choice of 10 A.E.C. Mk IV and A.E.C. Reliance bodywork by Plaxton, Burlingham and Duple, all in immaculate condition with numerous extras, detailed list sent on application.  
1960 BEDFORD, petrol, 5-speed gearbox, 41-seater Plaxton coachwork, mileage approximately 6,000 indistinguishable from new, £3,350.  
1953 BEDFORD 36-seater Harrington, automatic tint interior, cream and red exterior, excellent condition, £1,650. 866-515

**KIRKBY AND SONS (SALES), L.T.D.**  
CROSS ROADS GARAGE,  
ANSTON, NEAR SHEFFIELD.  
1955 BEDFORD 36-seater Burlingham, recertified before delivery, £2,150.  
1954 BEDFORD 38-seater Plaxton, certificate of fitness to August, 1964, £1,925.  
1954 BEDFORD 38-seater Duple, certificate of fitness to March, 1964, £1,700; choice of two.  
1952 BEDFORD 37-seater and courier Duple, certificate of fitness 1962, £1,375.  
1951 -52 BEDFORD 33-35-seater Plaxton and Duple from £950.  
1950 COMMER Avenger 33-seater, certificate of fitness to December, 1962, £400.  
1950 SENTINEL 40-seater, diesel, certificate of fitness 1962, £375.

**TERMS AND EXCHANGES.**  
PHONE, DUNNINGTON 541 (FOUR LINES), BY DAY  
NIGHT PHONES: MANSFIELD 5395, DUNNINGTON 577, WORKSOP 2963.  
NORTHERN AREA: PHONE, MILNWOOD 351.  
SOUTHERN AREA: PHONE, TAVISTOCK 278. 866-277

**J. A. DICKSON.**  
STATION ROAD,  
STOKE MANDEVILLE, BUCKS.  
Phone 3261.  
**OFFER FOR  
IMMEDIATE DELIVERY.**

NEW BEDFORD 41-seater Duple, 350 diesel, cream with red interior.  
1952 FODEN 41-seater, rear engine, 6LW, nice condition, good certificate of fitness.  
1953 FODEN, 41 seats.  
1951 A.E.C., 39 seats.  
1954 LEYLAND Cub, Burlingham 41-seater, very clean.  
LEYLAND double-deckers, new tyres, three years' certificate of fitness, in first-class condition, choice of two.  
PART-EXCHANGES, H.P., insurance. Painting and signwriting, etc. 866-298

**ERRINGTONS OF EYINGTON, L.T.D.**  
1957 COMMER (Rootes diesel) 5-speed box, Plaxton 41-seater, radio and heaters, certified 1964, £2,750.  
1957 COMMER (Rootes diesel) 5-speed gearbox, Yeates Europa 41-seater, radio and heaters, certified 1964, £2,700.  
1951 COMMER Plaxton Envoy, 33-seater, 2-speed axle, radio and heaters, certified 1961, £800.  
1950 SENTINEL 40-seater service bus, 4-cylinder, direct injection engine, 5-speed gearbox, recertified five years, £500.  
A LSO several A.E.C., Leyland, Daimler, Bedford with certificates of fitness from £125.



SALES, L.T.D.  
ON-AVON.  
Avon 4242 (15 line).  
afternoons, 4005.  
full-front, finished in cream  
speech amplifier.  
December, 1962.  
TS, fitted with  
body with quarter  
step, dual heaters, double  
recirculating, seating, front  
rior, has to be seen to  
ss, 1962.  
Plaxton 33-seater, radio  
ally good, finished green  
of fitness 1961.  
33-seater, full front, con  
33.  
Burlingham, clean and  
of fitness to 1963.  
PART-EXCHANGE  
AT:-  
K ROAD,  
OUTH.  
mouth 336.  
R TRADERS, L.T.D.  
GARAGE,  
ET, SALFORD, 5.  
leton 5201.  
AM MAIN 2461.  
D COACHES  
STOCK.  
-seater, Plaxton coachwork  
lights, radio and heater  
er, cream and green exterior  
Tiger 39-seater Windover  
am and blue exterior, fitted  
A.E.C. Mk. IV and A.E.C.  
e by Plaxton, Burlingham  
e condition with numerous  
application.  
5-speed gearbox, 41-seater  
k, mileage approximately  
w, 41,350.  
6-seater Harrington, automatic  
and red exterior, excellent  
H.P.  
66-51  
NS (SALES), L.T.D.,  
S GARAGE,  
SHEFFIELD.  
ter Burlingham, reconditioned  
150.  
ter Plaxton, certificate of  
1964, £1,925.  
Duple, certificate of fitness  
choice of two, courier Duple, certificate  
£1,375.  
-seater Plaxton and Duple.  
33-seater, certificate of fitness  
1962, £400.  
-seater, diesel, certificate of  
EXCHANGES.  
FOUR LINES, BY DAY.  
LD 5395, DUNNINGTON  
OP 2963.  
INE, MILNWOOD 351.  
INE, TAVISTOCK 279.  
66-277  
JACKSON,  
ROAD,  
ILLE, BUCKS.  
261.  
FOR  
DELIVERY.  
Duple, 350 diesel, cream  
ear engine, 6LW, nice con-  
e of fitness.  
Burlingham 41-seater, very  
new tyres, three years' con-  
st-class condition, choice  
insurance. Painting and  
66-278  
VINGTON, L.T.D.  
iesel) 5-speed bus, Plaxton  
d heaters, certified 1964.  
iesel) 5-speed gearbox, heater,  
radio and heater.  
Envoy, 33-seater, 2-speed  
ers, certified 1961, 1,000.  
r service bus, 4-cylinder  
engine, 5-speed gearbox.  
d, Daimler, Bedford with  
£125.  
HIRE-PURCHASE  
EICESTER.  
02-3.  
66-37

**Used Passenger Vehicles (contd.)**  
**STOCKLAND GARAGE, L.T.D.,**  
MARSH HILL, EDDINGTON,  
BIRMINGHAM, 21.  
Phone, Erd 7239.  
BEDFORD July, 1959, diesel, 41-seater Duple Super  
Vega, £1,500.  
LEYLAND Worldmaster chawls, Royal Tiger 600  
Vega, 37-seater Harrington body, 1955, choice of  
£1,250.  
Plaxton, £230, diesel, 1955, Eaton axle, 41-seater  
TSS, 1953, £1,500.  
LEYLAND Royal Tiger, 41-seater Yeates body, choice  
of two, £1,500.  
BEDFORD, 1953, petrol engine, 35-seater Duple, £1,500.  
MAUDSLAY, 7.7 engine, full-fronted 35-seater Duple,  
£1,500.  
LEYLAND P51 33-seater Harrington, £650.  
VULCAN P6 full-fronted 29-seater, £325.  
66-211

**THURGOODS OF WARE.**  
1952 June, Bedford Vega 35-seater plus courier,  
green and cream, red interior, heater, certificate  
of fitness 1962, £1,225.  
1951 June, A.E.C. (29), Beadle all-metal saloon bus,  
year locker, racks, cream and red, certificate  
of fitness May 28, 1961, £575.  
1949 August, BEDFORD bus (35), full front,  
Gardner, 4LW engine, good order, certificate  
of fitness August 18, 1962, £475.  
1949 7-7 Bedford Vistas (29), various colours,  
choice of six, clean condition, from £250.  
1948 LEYLAND P51 Duple coach (35), repainted  
red and grey, certificate of fitness August 14,  
1962, £635.  
BODY repairs quickly executed.  
VITA reprints and conversions (one day).  
PHONES, Ware 2363 and Hertford 4334. Nights, Ware  
2806. 866-73  
1955 COMMER T53, all extras, reconditioned engine,  
6,300 miles, £2,600.  
1956 BEDFORD 41-seater, 51,269 miles, £2,650.  
1952 BEDFORD 38-seater, £1,500.  
1948 BEDFORD 29-seater, £200.  
1948 LEYLAND 33-seater Burlingham, £200.  
1948 MAUDSLAY 33-seater Burlingham, £285.  
H.P. or exchange.  
R. SEAW. Phone, Market Deeping 2224. Nr. Peter-  
borough. 866-8227  
BEDFORD and Morris small buses, suitable for schools,  
all kinds, contractors, from £250. Lawton-Goodman, 105  
Gladstone Broadway, N.W.2. Gladstone 2226. 866-79

**AGRICULTURAL VEHICLES**  
KENWALL lime-spreader body (almost new) on first-  
class low-mileage 4 x 4 Chevrolet chassis, fitted with  
new tyres, £375. Dalbrath Motors, Wallingford, Phone  
866-x7549  
**AMBULANCES**  
AMBULANCES. Bedford, Austin, Morris, Albion, etc.,  
from £125. Lawton-Goodman, 135 Crickwood  
Road, N.W.2. Gladstone 2226. 866-78  
**ARTICULATED VEHICLES**  
**(INCLUDING MECHANICAL HORSES)**  
CARRIMORE close-coupled articulated 6-wheelers, hand-  
some appearance and ideal weight distribution.  
CARRIMORE SIX-WHEELERS. LTD., Carrimore  
C Works, North Finchley, N.12. Hillside 3631-2-5.  
222-708  
MORRIS-COMMERCIAL 1949 diesel articulated with  
12-24 flat body, very good condition, £125, any trial.  
ROADWAY SPARES, Bordesley Green Rd., Birming-  
ham, 9 Victoria 4933. 866-68  
**CAPITAL MOTOR CO., L.T.D.,**  
BEDFORD MAIN DEALERS.  
SCAMMELL DISTRIBUTORS.  
NEW BEDFORD 10- and 12-ton forward-control tractor  
unit, for early delivery.  
NEW SCAMMELL 3- and 6-ton Scarabs, petrol or  
diesel, early delivery.  
USED SCAMMELL Scarab 6-ton (diesel) motive units,  
with trailers, choice of several.  
USED SCAMMELL Scarab 6-ton (diesel) motive units,  
ROADWAY SPARES, Bordesley Green Rd., Birming-  
ham, 9 Victoria 4933. 866-68  
REMINGTON ST., City Rd., N.1. (Near Angel).  
Crickwell 7456. 866-105  
ALWAYS a large selection of good used articulated  
vehicles in stock of all types and sizes, tractor units  
and trailers sold separately if required. Terms and  
conditions apply.  
RUSE GREEN MOTORS, Langley, Hitchin, Herts.  
Stevenage 174. 866-324  
10-TON BEDFORD-SCAMMELL (petrol) with 20-ft.  
flat trailer, fair.  
8-TON SCAMMELL step-frame machinery carrier, good.  
All inquiries to:-  
E. J. BAKER AND CO. (DORKING), L.T.D.,  
Dorking 3822 (ext. 19). 866-419

**Used Passenger Vehicles (contd.)**  
**SILVER LINE MOTORS,**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
1952 BEDFORD Duple Vega 33-seater, certificate of  
fitness 1962, £1,250.  
1952 FODEN, 39-seater Windover coachwork, certificate  
of fitness 1962, radio, heaters, full luxury  
and cream, recent new 34L III engine, £1,400.  
1952 BEDFORD 37-seater, Gurney Nutting, certificate  
of fitness 1963, £1,300.  
**SILVER LINE MOTORS,**  
MOORLANDS,  
WELWYN GARDEN CITY, HERTS.  
Phone, Welwyn Garden 5494. 866-516  
**THE MILLBURN ORGANIZATION.**  
**ALBION. LEYLAND. THAMES.**  
A.E.C. 7.7 buses, 35-36- and 38-seaters, certificates  
of fitness, prices from £200 each.  
COMMERCIAL 29-seater, Scottish Aviation coachwork, cer-  
tificate of fitness.  
GUY Arabs, SLWs, 33-seater coaches, certificate of  
fitness 1963 (choice of two).  
LEYLAND TD5, 1949, Alexander all-metal frame, 53-  
seater, low-bridge double-deck bodies, certificates of  
fitness.  
LEYLAND P51, 31-, 33- and 35-seaters, Burlingham  
coaches and buses, certificates of fitness.  
**MILLBURN MOTORS (PRESTON), L.T.D.,**  
WALMER BRIDGE, LONGTON,  
PRESTON.  
Phone, Longton, Lancs, 3255-6. 866-76

1960 FORD Thames Burlingham 41-seater coach.  
1960 BEDFORD Burlingham 41-seater coach.  
1959 August, FORD Burlingham 41-seater coach.  
1958 LEYLAND Tiger Bus Burlingham 41-seater  
coach.  
1948 LEYLAND P51 Burlingham 33-seater coach.  
ALL vehicles in first-class condition. Any trial and  
inspection welcome. Price arranged after trial unit.  
Box CM6315, care of "The Commercial  
Motor." 866-8797  
LEYLAND P51, Plaxton body, certificate of fitness  
December, 1962, £350.  
LEYLAND P51, full front, certificate of fitness Novem-  
ber, 1963, £650.  
1959 BEDFORD Duple SBI, diesel, certificate of  
fitness, 1960, £3,000.  
BADDY'S MOTORS, 10 Holdenthorpe Rd., Bridlington,  
Bancs 3463-64. 866-8867

## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

**Miscellaneous Vehicles (contd.)**  
**B.M.C.** Diesel with Scammell coupling and low-  
mileage, loading trailer, 23 ft. in well, very clean  
and fitted Eaton axle, sound outfit, first registered  
September, 1956, £50. Also 1954 Bedford tractor unit,  
Scammell coupling, petrol, one owner, very clean, £200.  
Jack Adams, 25 Haig Avenue, Chatham, or phone,  
Chatham 41548 during working hours. 867-x7556  
1955 LEYLAND Beaver tractor unit, £1,150.  
DENNIS Horia with Scammell couplings, £110.  
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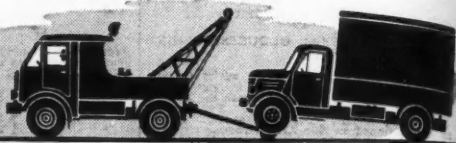
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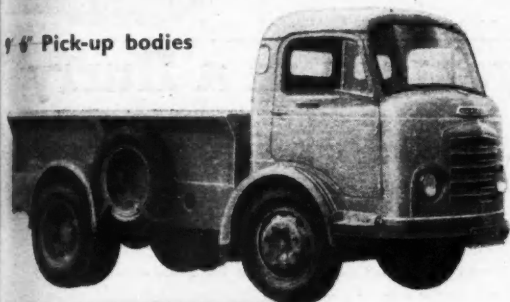
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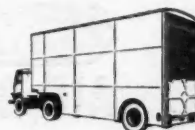
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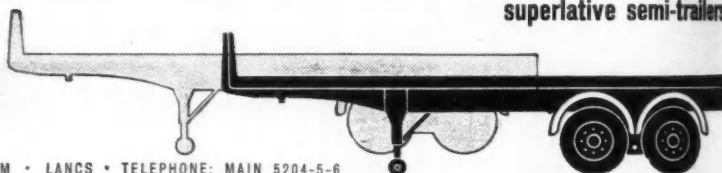
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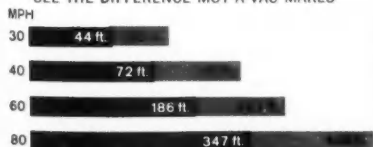
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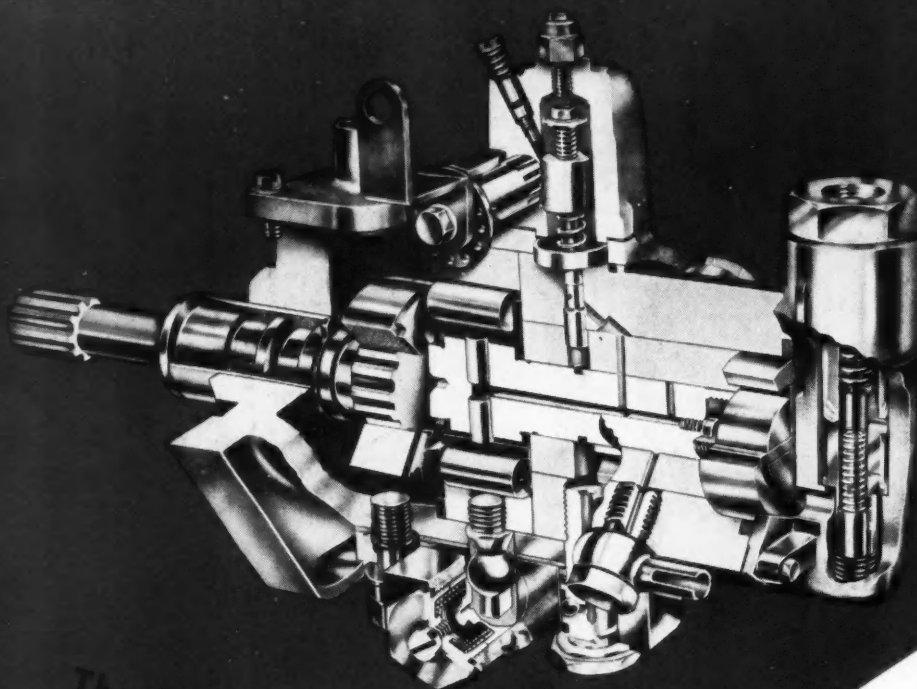


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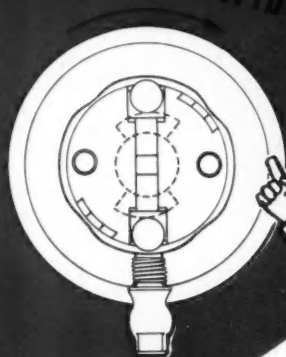


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